

# Manufacturers RECORD

## An Exponent of Americanism



ESTABLISHED 1882

BALTIMORE, JUNE 13, 1918

\$5.00 PER YEAR  
SINGLE COPY 15 CENTS

### The German Nation's Brutality a Natural Product of German "Kultur"

"It is easy to discern why Germany feels no qualms of conscience in the use of any criminal method employed to win the war. She does not deliberately become a criminal. For the German in this war there is no such thing as crime. What we call crime she considers means to a holy end. She has organized in a thoroughgoing, scientific manner the whole domain of crime as a measure for winning the war. Cutting off the hands of Belgian children and the scattering of disease germs accomplish two results. They kill or maim the enemy and they fill him with terror of the German name."

The foregoing is an extract from a broad philosophical discussion of the history of the growth of German Kultur by Rev. E. Y. Mullins, D.D., LL.D., president of the Southern Baptist Theological Seminary, one of the most widely known and most learned ministers in America, who in tracing the history of German Kultur reaches the conclusion which he has thus so clearly and graphically stated. Here is a statement of a great religious leader that the German nation has become so steeped in crime and barbarism that it has no compunctions of conscience. It is against such a fearful condition of immorality that we are fighting to save ourselves from this Hunnish, devilish brutality. Dr. Mullins' article is published in full in this issue.

A specific illustration will illuminate the whole story and doubtless give even to Dr. Mullins a clearer insight into the reason for German barbarism than that developed from his philosophical researches. The story is this:

Mr. William C. Seddon, a Baltimore banker and a son of the Secretary of War of the Confederacy, has in New York a friend of German birth, who, however, to his everlasting credit, has to some extent overcome that handicap and is now wholly American in spirit. Some months ago Mr. Seddon, in conversation with this friend, denounced the barbarism of Germany, and this gentleman in reply said:

"Mr. Seddon, you must remember that the barbarism of Germany is not barbarism as viewed by Germans, and I will illustrate in my own life the reason for this.

"When I grew up in Germany there was a student in the same school who had something which I wanted. It belonged to him, but I wanted it, and I jumped on him and beat him up so badly that I maimed him for life, but I got what I wanted. When I went home my parents patted me on the back and commended me for my prowess in taking from my fellow-student what I wanted. They told me that I must always follow that method.

"What my parents taught me in this way has for years been taught in all German families and in German schools. It permeates the very life of Germany, and, therefore, an act of barbarism as Americans think of barbarism is not barbarism to the Germans who commit it.

"Had I continued to live in Germany it would never have occurred to me that I had done anything wrong. I had only followed the custom all Germans are taught at home and in school, but after I became a man I settled in America, and as I came to understand the spirit of American civilization it grew upon me that I had committed a crime, and now for 22 years, as some atonement for my sin, I have been supporting that crippled man and his widowed mother. But bear in mind, had I remained in Germany no one would ever have thought of suggesting to me that I had done wrong, and it would never have entered into my head that I was under any obligation to the man I had maimed. In the light of American civilization I understand the difference and I am seeking to atone for my sin, but all Germans have been taught as I was taught. The Germans, therefore, in their campaign of frightfulness are committing deeds which from the viewpoint of American civilization are 'barbarous,' but from the viewpoint of Germans are not crimes at all."

Probably no clearer light was ever thrown upon the reason why Germans can commit the awful crimes that have stained the life of that nation was ever given than this testimony of a rich German-American who has now so thoroughly imbibed the spirit of American civilization that he looks with horror upon the crime which he committed and seeks to atone for it.

His statement bears witness to the truth of the philosophical conclusions reached by Dr. Mullins in his illuminating review of the development of German Kultur. We must therefore understand the brutality of the German nation as it has now flowered into fruition the teachings of many years and realize the character of the country that is making war upon us, and fight this demon-like power unto its complete destruction. This is a definite war of barbarism and brute force against civilization, and one or the other will inevitably be destroyed.

NOTE.—This cover piece, Dr. Mullins' article, "Confirmation of Thyssen's Damning Revelation," and some other anti-German articles in this issue, will be reprinted in pamphlet form. See first editorial inside.

# Bethlehem Steel Company

South Bethlehem, Pennsylvania

**PIG IRON:** Basic, Bessemer, Foundry, Low Phosphorus, Mayari, Ferro-Manganese, Spiegeleisen.

**CASTINGS:** Steel and Iron, Brass, Bronze and Manganese.

**FORGINGS:** Drop, Hammered, Hydraulically Pressed, Solid and Hollow, Rough and Finished Machined; Cement Mill, and Ore Crusher Balls.

**RAILS:** Standard, Girder, Guard, High Tee, Industrial; Splice Bars, Tie Plates, Bolts, Frogs, Switches, Signals.

**SWITCH STANDS:** To Meet Every Track Condition; High, Intermediate and Low Stands, Adjustable and Non-Adjustable.

**MANARD ANVIL-FACE FROGS:** Equipped with "Mayari" Never-Turn Bolts. All Bolts Receiving Side Thrust of Wheels Are HEAT TREATED.

**STRUCTURAL STEEL SHAPES:** Bethlehem Beams, Girders and Columns; Standard Beams, Channels and Angles.

**TOOL STEELS:** Carbon, High Speed, Drill, Finishing and Special.

**STANDARD, ALLOY and SPECIAL STEELS:** Chrome Nickel, Chrome Vanadium, Mayari, Case Hardened, Special; Treated, Tempered and Cold Drawn.

**TIN PLATES:** Black, and Tinned Plates; Stamping and Enameling Stock.

**BAR IRON:** Refined Bar Iron, Double Refined, Chain, Staybolt, Special Staybolt and Engine Bolt Iron.

**BOLTS:** All Kinds, Plain and Galvanized, Machine, Carriage, Lag, Plow and Patch, HEAT TREATED Simple Alloy Mayari Steel Frog, Track and Fitting-up Bolts.

**NUTS:** Hot and Cold Pressed, Cold Punched, and Forged; All Sizes, Shapes and Standards; Blank or Tapped, Chamfered, Trimmed and Reamed, Case Hardened, Castle, Semi-Finished and Finished.

**RIVETS:** Boiler, Bridge, Structural, Ship, Tank and Tap.

**SPIKES:** Steel and Iron, Standard Railroad, Screw Railroad Track, Universal Screw, Boat, Dock and Wharf, Pressed and Rolled.

## ENGINEERS AND BUILDERS OF SPECIAL MACHINERY,

Forgings and Castings for Large Marine Engines,

Hydraulic Beam and Gap Shears, Plate Bending Rolls, Intensifiers, Flanging and Forging Presses.

## FURNACE and FOUNDRY COKE and COKE BY-PRODUCTS,

Ammonium Sulphate, Benzol, Crude Naphthaline, Solvent Napthas, Toluol, Tar.

Pumping Engines for Municipal Purposes, Gas Engines.

## NAVAL and COAST DEFENCE GUNS and MOUNTS, FIELD GUNS and HOWITZERS,

Gun Carriages, Limbers and Caissons, Gun Forgings, Torpedo Air Flasks, Armor Plate,

Projectiles, Fuses, Cartridge Cases, Complete Rounds of Ammunition.

### Works at

SOUTH BETHLEHEM, PA. LEBANON, PA. READING, PA. STEELTON, PA. TITUSVILLE, PA. SPARROWS POINT, MD.

### Warehouses at

SOUTH BETHLEHEM, PA. LEBANON, PA. BOSTON, MASS. CLEVELAND, O.

General Offices: SOUTH BETHLEHEM, PENNSYLVANIA

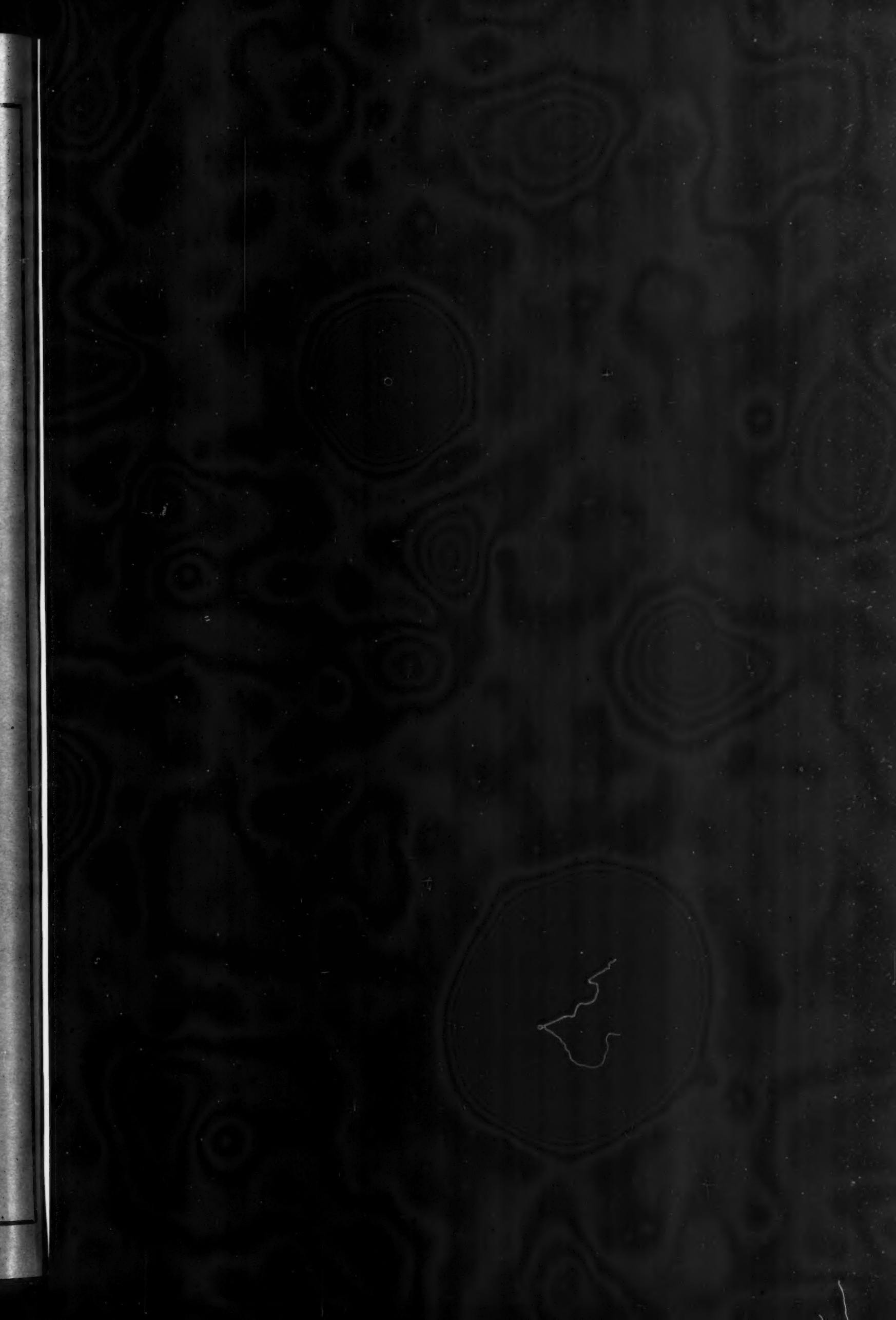
### Branch Offices:

ATLANTA, GA.....Candler Bldg.	CLEVELAND, O.....Guardian Bldg.	PITTSBURGH, PA., First Nat'l Bank Bldg.
BALTIMORE, MD.....Continental Bldg.	DETROIT, MICH.....Penobscot Bldg.	ST. LOUIS, MO.....Boatmen's Bank Bldg.
BOSTON, MASS.....Oliver Bldg.	NEW YORK, N. Y.....Trinity Bldg.	SAN FRANCISCO, CAL.....Crocker Bldg.
CHICAGO, ILL.....People's Gas Bldg.	PHILADELPHIA, PA.....Morris Bldg.	WASHINGTON, D. C.....Wilkins Bldg.

25 Victoria Street, LONDON, S. W., ENGLAND.  
RIO DE JANEIRO, BRAZIL.

SANTIAGO, CHILE.  
LIMA, PERU.





Vol. LX  
V

MAN  
RICHARD  
FRANK  
R

NEW Y  
BOSTON

Subscri  
Sta  
Phi  
in

[Enter

In or  
news o  
the Ma  
vidual

The  
footno  
column



# MANUFACTURERS RECORD

DEVOTED TO THE UPBUILDING OF THE NATION THROUGH THE DEVELOPMENT OF  
THE SOUTH AND SOUTHWEST AS THE NATION'S GREATEST MATERIAL ASSET

Trade-Name Registered in the U. S. Patent Office

VOL. LXXIII, No. 24.  
WEEKLY.

BALTIMORE, JUNE 13, 1918.

\$5.00 A YEAR.  
SINGLE COPIES, 15 CENTS.

PUBLISHED EVERY THURSDAY BY THE  
MANUFACTURERS RECORD PUBLISHING CO.

RICHARD H. EDMONDS, Pres. VICTOR H. POWER, Treas.  
FRANK GOULD, Vice-Pres. I. S. FIELD, Sec'y.

RICHARD H. EDMONDS, Editor and General Manager

## BRANCH OFFICES

NEW YORK, 52 Broadway CHICAGO, 405 Fisher Bldg.  
BOSTON, 733 Old South Bldg. ST. LOUIS, 608 Century Building

Subscription \$5 a year (payable in advance) to United  
States, Mexico, Cuba, Porto Rico, Hawaii and the  
Philippines. To Foreign Countries (including Canada)  
in the Postal Union, \$7.50 a year.

[Entered at the Baltimore Postoffice as second-class matter.]

In order to avoid delays, all correspondence pertaining to  
news or advertising matters should be addressed directly to  
the Manufacturers Record, Baltimore, Md., and not to indi-  
vidual editors, officers, employees or any branch office.

The editorial to which attention is called in the  
footnote on the cover page is too long for this  
column. It will be found on page 55.

In pamphlet form available for distribution

## The Most Damning Revelation of Germany's Turpitude Ever Published

**Turpitude** — Century Dictionary  
Definition: Inherent Baseness or  
Vileness; Shameful Wickedness;  
Depravity.

### A Confession from a Partner in a Nation's Crime

*August Thyssen, a leading steel manu-  
facturer of Germany, discloses the  
details of a plan for world domina-  
tion, entered into in 1912, between  
the Kaiser and the business men of  
Germany.*

You will do your country a  
great service by reading and  
distributing this pamphlet  
with its amazing revelations  
of Germany's determination  
to bring on this war in order  
to conquer and loot the world.

5 cents per copy

25 or more at 4 cents per copy  
500 or more in bulk at 3 cents per copy

Published by  
Manufacturers Record Publishing Co.,  
Baltimore, Maryland

## Increased Iron, Steel, Coal and Coke Output Should Be Aggressively Encouraged by the Government.

MANUFACTURERS RECORD,  
Baltimore, Md., June 7.

Mr. Bernard N. Baruch,  
Chairman War Industries Board,  
Washington, D. C.

Dear Sir—In view of the statement at yesterday's  
conference with iron and steel men, when it was  
shown that there was need for expansion of existing  
sources and development of new sources of iron and  
steel supply, permit me to call your attention to the  
great possibilities of larger iron and steel develop-  
ment in the South.

The United States Steel Corporation owns in the  
Birmingham district much more iron ore than the  
total amount the Corporation owned when it was  
first organized in the entire country. It also owns  
in close proximity to this vast body of 600,000,000  
tons or more of ore several billion tons of coal,  
which is far more coal than the Steel Corporation  
owned when it was organized. With these ore and  
coal properties, lying almost within rifle shot of  
each other, there is the possibility for almost un-  
limited expansion in the production of iron and  
steel.

The Steel Corporation is now spending about  
\$20,000,000 on this property to increase the output  
of finished steel for shipbuilding, but to the nation's  
welfare and to the advantage of the Corporation  
there could be developed an enormous increase in  
iron and steel production where \$100,000,000 might  
be expended in the utilization of these raw materi-  
als without overtaxing the limit of their profitable  
development.

I know that there are some disadvantages in the  
way of labor shortage in that district, but these dis-  
advantages can be overcome, as they must be over-  
come, in other sections. The Steel Corporation  
would have made a vastly greater development of  
these Alabama properties than it has yet done if it  
had not been for the suit entered against the Cor-  
poration by the Government, largely based on its  
purchase of these properties, which the Government  
claimed was contrary to the Sherman law. This  
suit halted the full utilization of these vast supplies  
of iron ore and coal lying almost side by side, and  
thus it has already cost the nation not simply mil-  
lions, but hundreds of millions of dollars because it  
delayed the utilization of resources which today, if  
fully developed, would be of infinite value in the  
saving of the nation through the winning of this  
war.

When the demand for ships became so acute the  
Steel Corporation decided that, regardless of the  
suit which was pending against it, to go ahead and  
spend about \$20,000,000 on increasing its facilities  
at Fairfield, Ala., for the purpose of making ship  
plates. But I believe if the suit were withdrawn—  
and surely the Government could well afford to do  
this in view of the fact that the lower courts gave  
unanimous decision in favor of the Corporation and  
against the Government, and in view of the supreme  
need of unfettering every industry that can help to  
win the war—the Steel Corporation would be more  
advantageously situated for the development of  
its Alabama iron and coal properties. Nevertheless,  
while I believe the Government should, in the inter-  
est of justice and for its own sake, withdraw this  
suit, I believe that the Steel Corporation, without  
waiting on that, should be urged by your Board to  
go ahead and develop to the utmost extent of its  
power the great resources of its Alabama prop-  
erties.

Consider for a moment what it means for one com-  
pany to own in one body more than 600,000,000 tons  
of iron ore almost within rifle shot of 2,000,000,000  
tons or more of coking coal, and you can readily see  
that even the expenditure of a hundred million dol-  
lars for new equipment would not develop a plant  
adequate to the handling of these vast resources in  
raw materials.

The country must look largely to the South for  
increased shipbuilding, for increased iron and steel  
and coal output, because the section between the  
Lakes and the Atlantic coast, now wholly dependent  
upon the Lake region for iron ores, has been over-  
developed, bringing about great congestion in indus-  
try and on the railroads—a condition which cannot  
be overcome for many years to come.

I take the liberty, therefore, of suggesting to you  
the importance of taking this matter up directly  
with Judge Gary and the other officials of the Steel  
Corporation, and that at the same time you press  
upon the industrial leaders of the nation and the  
capitalists of the country that they should turn into  
the South and Southwest all of the capital that may  
be needed for the full utilization of the great stores  
of raw materials in those sections, not in the inter-  
est of the South and Southwest at all, but in the  
interest of the nation.

While the Steel Corporation owns in Alabama the  
largest body of iron ore and coal in close proximity  
owned by any one company in the world, it does not  
by any means have a monopoly of Southern ores,  
and its ownership of coal is but a trifling fraction  
of the almost limitless supplies of coal in the South  
and Southwest. Companies now operating in these  
fields in the production of coal and coke and iron  
and steel and kindred interests should be encour-  
aged by the Government to actively and vigorously  
press the enlargement of their operations.

There are many other companies than the Steel  
Corporation operating in the same field which could  
increase their output of coal and iron and of steel  
if assured of the continued hearty support of the  
Government justifying the investment of enlarged  
capital and of increased railroad facilities. But  
some of these properties need the co-operation of  
the great capitalists of the East, and I believe it is  
within your power to so present this matter to the  
financial forces of the country as to cause an enor-  
mous investment of money in the utilization of  
these great and only partly developed resources.  
There are, for instance, great possibilities in in-  
creasing the production of toluiol by the larger uti-  
lization of some coals in the South which give a  
larger output of toluiol per ton than some of the  
coal which is being used. There are a large number  
of coke-making concerns which should develop by-  
product coke plants in order to supply themselves  
with coke and to provide the by-products so much  
needed for war work. There are extensive ore de-  
posits which have not been at all utilized, and there  
are others which could be more largely developed.

As compared with its natural resources the whole  
industrial development of the South is as yet in its  
infancy. Though this section is producing 90 per  
cent. of the sulphur of the entire country, more than  
60 per cent. of its oil, and many other things in pro-  
portion, it still can make a vast increase in every-  
thing which it is doing in the production of war  
materials and of foodstuffs.

If through the influence of your Board the  
people of the South and the Southwest are given  
every possible encouragement to do their utmost,

and if at the same time you press upon the industrial and financial leaders of the nation that, as trustees for the nation and for civilization, it is incumbent upon them to turn their attention and their money into the fullest utilization of the boundless resources of the South and Southwest in all of the things which can be developed, it will tremendously strengthen our power to hasten the winning of the war.

Very truly yours,

RICHARD H. EDMONDS,  
Editor.

The foregoing letter followed a telegram to Mr. Baruch to the effect that, in view of the announcement that enlarged production and utilization of new sources of supply of iron and steel were needed, would it not be wise to urge publicly the necessity of increasing the iron and steel output of the whole country and the utilization of all unutilized sources of iron and steel making wherever available.

In reply to that telegram Mr. J. L. Replogle of the Iron and Steel Section of the War Industries Board wires the MANUFACTURERS RECORD that it had been referred to him, and he adds:

"The limit of iron and steel production is at present the coke supply, and we do not think the Government would be justified in advancing money for expansion of finishing facilities unless accompanied by appropriations for increasing coke production."

Mr. Replogle has evidently misinterpreted the meaning of the telegram to Mr. Baruch, and we have advised him that it was not the thought of the MANUFACTURERS RECORD that the Government should expend money upon the enlargement of iron and steel or coke output, but that the men already engaged in the business should be encouraged by the Government to make such enlargements as may be necessary. Most of the iron and steel and coke concerns in the country are financially in a position to enlarge their output if assured by the Government that a greater production is needed and that the capital to be invested for this will be protected. In these days of uncertainties as to how far the Government may dominate all business affairs it is not possible to enlist private capital for great iron and steel and coal developments unless there is a fair degree of assurance from the National Government that these industries will be provided with transportation, and that they will not be hampered by unwise and unnecessary laws which would destroy their efficiency and their ability to make earnings which necessarily must be large to justify investments of this kind at present.

The handling of the railroad situation since the roads were taken over by the Government has not inspired confidence on the part of the people. Short spur tracks needed for handling freight necessary to the war cannot be had, or only after long delays. Indeed, one leading concern has recently written the MANUFACTURERS RECORD quoting a railroad official as saying that no expenditure for a spur track exceeding \$250 could be made without being passed on by Washington officials. Under such hampering conditions it is impossible for any great speed to be made in bettering transportation interests.

There is a pressing demand for iron ore and manganese, and yet we are in receipt of a letter from a Southern concern owning iron ore and manganese properties complaining of the impossibility of getting attention to the application for a short spur track essential for the opening up of these properties. Under the existing system of referring everything to Washington, it is not surprising that there are interminable delays which retard our war-winning constructive activities.

Some days ago the writer, having an appointment

with one of the members of the Railroad Administration, entered the waiting-room and found sitting in one corner three or four of the leading railroad presidents of the United States. They had evidently been there a long time, for another president coming in said, "I have brought you some lunch," and so he began to distribute apples and bananas, and the vigor with which one of the noted railroad men of the country literally "chewed" away on an apple indicated the mental condition in which he was passing away hour after hour waiting his turn to get into the inner office.

When the lunch was mentioned another gentleman sitting across the room spoke up and said, "You did well, for I have been waiting here since 9 o'clock this morning." It was then 12.30.

We can readily understand that the amount of business thrown upon Washington officials is beyond the power of any set of men on earth to promptly handle, and any attempt to add to this situation would only intensify the congestion of the nation's activities. Schwab was wise when immediately, upon accepting the position as the head of shipbuilding, he arranged to send the main force out of Washington to Philadelphia. It will be an advantage to the country and all business interests if some of the forces now congested at Washington to a greater extent even than the congestion on railroads could be put effectively to work elsewhere and regional directors given absolute authority under certain general regulations to decide all questions pertaining to regional management.

Moreover, conditions at Washington alarm all serious men who know the situation and who appreciate how completely the labor element of the country is being cajoled with ever-advancing wages, which tend to lessen output, since these wages do not bind the men to a full day's work six days in a week. Washington yields to one branch of the labor element which fights prohibition and piles wages on top of wages at shipyards and on railroads, and is apparently ready to grasp at the control of every other industry. The people of this country should fully understand that all of this is encouraging the Bolshevistic teachings which lead to national and individual ruin unless a vigorous halt is promptly called by men who can see whither we are drifting.

#### A WAR PRAYER.

NORTH Mississippi communities are observing a custom that is an excellent one. It might well be adopted by Jackson, and, indeed, by every citizen in the United States.

At a fixed hour, 8.35 in this case, the lights are turned out in every part of the community for three minutes, and prayers for the boys in France are said.

Just three minutes of silent prayer—or, if one does not pray, three minutes of silent thoughtfulness of the war and its problems and of our brave youngsters who have gone across to help solve them.

Everything stops during those three minutes, concerts, movies, social conversation—all. The lights are turned out at the power-house.

It would be a most excellent thing for every person in the United States to pray for the victory of our arms every day. It would strengthen our morale, make us more patriotic, help us to see our great task in a clearer light.

It would make some of the few remaining slackers think, too. And they need to think. Most of them wouldn't be slackers if they ever used the brains God has given them.

Jackson may well adopt this custom.—Daily News, Jackson, Miss.

We wish that this custom of North Mississippi communities could be adopted in every home and in every community in America. What a beautiful picture of devotion and of our recognition of our dependence upon Almighty God would be presented if at some given hour in the evening or the morning every man and woman in America for a few moments ceased all business activities and all thought of material things and turned in prayer to the God of the Nation for guidance in this great war! Mississippi

has set a good example. We should like to see it followed in every community and in every home in the land.

#### IMPORTANCE OF COMMERCIAL ORGANIZATIONS AS FACTORS FOR THE WINNING OF THE WAR.

IN reply to a recent inquiry from Mr. C. W. Roberts, secretary of the Chamber of Commerce, Henderson, N. C., as to whether commercial organizations in the South should be as vigorously maintained by local people as in times of peace, the editor of the MANUFACTURERS RECORD recently wrote as follows:

In reply to your inquiry as to the importance of commercial organizations, such as chambers of commerce and boards of trade, during the war, it affords me great pleasure to say that I believe that these organizations should be more liberally supported by the business men of every community than even in peace times.

The one great, supreme and all-absorbing issue of this hour is the development of our fighting power; but this cannot be brought about except through the combined activity of the people of every community. There must be some central organization around which all the forces that make for war-creating activities can center. In these days the commercial organization of every community, if wisely managed, will give a large part of its time and attention to things which make for the development of war work. In this way these organizations can co-operate with the Government; they can quicken the thought of their own community; they can stir up interest in Liberty bonds and in Red Cross work, and can, indeed, become the central point from which will radiate all of the patriotic life of the community.

I should regard the discontinuance of commercial organizations as most unfortunate for the welfare of the country. Instead of any commercial organization being discontinued, I think its activity should be increased. The business people of every community should rally to the support of these organizations, should have committees constantly at work devising ways and means by which the whole life of the community can be centered in the things that make for the winning of the war, whether that be in encouraging enlarged food production, in devising ways to bring about better food conservation, or in working out plans by which the food produced in the surrounding country can be handled to the profit of the grower without undue cost to the consumer. Indeed, if there were no other work before these organizations, they could be of great value to the country by keeping the business community in touch with the agricultural community, so that farmers could be made fully acquainted with the needs of food production and the consumers could be interested in devising the best way of handling food between the farm and the town, and thus helping to avoid the losses which sometimes occur now because of faulty distribution between the farm and the city.

These commercial organizations could also keep in touch with the road question, so that improvements absolutely necessary to enable the farmers to market their products could be looked after. The ways in which commercial organizations can be made serviceable in this time of war are so limitless that it would be difficult to enumerate them.

From the viewpoint of the individual community and the viewpoint of the nation's ability to win this war in the life-and-death struggle in which we are engaged, I feel, therefore, that every community in the country should more liberally stand by its commercial organization than it was ever necessary to do in times of peace. The commercial organization is a war necessity.

#### BANKS INTERESTED IN AGRICULTURAL ADVANCEMENT.

THE purchase of high-bred bulls for breeding purposes by several banks in the South to encourage raising of cattle and dairying in this section of the country has been commented upon several times by the MANUFACTURERS RECORD, but it remains for the Banker-Farmer to obtain a new view, in the nature of a sidelight, upon this practical financial interest in the extension of agricultural efforts, when it publishes the following:

##### BOSSY IN THE BANK.

More than likely the old-time banker would have just as soon expected to see Lucifer as a cow in the lobby of his bank. Yet a Southern bank recently installed a cow and calf in its marble and bronze lobby to create interest in dairying.

And we know of another Southern bank which bought a pure-bred bull for the use of farmers in that section. And the bull is carried by the bank as an asset!

You can bet your last cent that it is an asset, not only for the material value of the animal, but for the good that the community has received and the prestige that has accrued to the bank.

A cow and calf contentedly ornamenting a costly bank lobby! A bull carried as a bank asset! Yet these are just two hints of the interest that the American banker is taking in the greatest asset of the United States—its soil.



## THE INCOME TAX IN CONNECTION WITH FALSE CHARGES AGAINST AMERICAN BUSINESS INTERESTS.

Baltimore, Md., June 8, 1918.

Hon. William G. McAdoo,  
Secretary of the Treasury,  
Washington, D. C.

My Dear Mr. McAdoo—Will you permit me to trespass upon your time and press upon your attention one phase of our revenue work which needs to be very carefully guarded. I refer to the impression that is being created throughout the country that all large profits are a species of profiteering, and that the manufacturers of the country or other business interests must be penalized, not only by a heavy income tax, but by being classed as profiteers if they make a moderate profit on their business.

The manufacturing industry of this country could never have been developed in peace times if those who have had the skill and the capital to create our vast industrial activities had been limited to any small rate of gain. The chances for loss in all industrial enterprises are great. To all such interests there come years of depression when profits are small, and some years when they are unable to make a profit and when they even show a loss. Every well managed concern must take into account these conditions and set aside a surplus from years of prosperity for the lean years that are always inevitable, and allow a full margin for depreciation and for the sudden change which often takes place in plant equipment by the fact that new inventions make old machinery valueless.

These are among the dangers which constantly confront every manufacturer. Any manufacturer who does not take due cognizance of these facts will sooner or later end in bankruptcy, to the loss of individual stockholders and to the nation's loss by the destruction of capital and industry.

The profit of manufacturing and of all other business interests must, therefore, be studied from this point of view, and especially at the present time, when abnormal expenses and the high cost of equipment will endanger the future of all industry when the war is over, unless ample provision is now made by manufacturing concerns to wipe off a large part of their plant investment and allow a full margin of depreciation for equipment which, crowded to its utmost capacity today, will a few years hence be worth but little if anything.

There is another point to which I would also ask your attention, and that is the danger to the very life of the nation which will come through the creation of the impression that the business men of the country are engaged in profiteering. Statements to this effect are being used by the Socialistic-pro-German-Bolshevistic agitators found among the press and the people everywhere. Though you may question the accuracy of this statement, I want to go on record as saying that this nation is facing exactly the same dangers which brought ruin to Russia through the German propaganda which destroyed the morale of the Russian people and brought about socialism and anarchy. The same influences are at work in America. Dispatches are being sent out from Washington from time to time which are absolutely misleading. They create false impressions. Apparently they are written for the express purpose of bringing about dissatisfaction and promoting a spirit of unrest and of hostility to all business interests of the country.

Crowded to the limit of your time, as you are at present, you cannot watch all of these conditions, for I presume you rarely see these dispatches and that you do not, therefore, understand the adverse influences which they are having upon the thought of the nation.

While there may be here and there a case of profiteering or of robbery of the Government, I believe that you recognize that the great majority of American people are honest at heart, that the business men are just as honest, just as loyal, just as patriotic as are the men in public life, and just as much so as the farmer and the mechanic. Indeed, I know that you are fully aware of the fact, as every intelligent man must be, that the business men themselves are working harder and longer hours than is the average mechanic at the present time. If the business man is charged with profiteering, surely the farmer and the mechanic, the one with his high prices for his produce and the other with the exorbitant figures being paid for his labor, should also be classified as profiteers. I do not believe that either

should thus be classified. There are profiteers among all of these interests, but, broadly speaking, the whole nation outside of those controlled by pro-German influences is unitedly and wholeheartedly doing the best it can to produce foodstuffs, to increase the output of coal and munitions and iron and steel and to build ships.

Would it not, therefore, be the part of wisdom for you and others connected with the Administration to do all in your power to remove the erroneous impressions which have been created by some of the wild statements made in Washington and by some of the misleading reports sent out to many papers from Washington which together have created the impression that all business interests, or a large proportion at least, are engaged in profiteering and should be penalized by an income tax which would leave only a narrow margin and not a margin sufficient to meet the ups and downs of every business interest?

Please remember that I am in hearty accord with the idea that there should be an adequate income tax, and a tax on individual incomes. I do not believe, however, that it is wise to put on the men who are bearing the burden of carrying the nation through this war as large a proportion of the cost in money as some have suggested.

This war is being fought for all generations to come. All civilization for centuries will reap the benefit of the struggle of this hour, and it is only fair that future generations should bear a very large proportion of the actual money cost, since future generations will not have to bear any of the agony of those who are giving their sons and other loved ones to the struggle, or any of the agony of those who die on the battlefield in behalf of civilization. This cost to the nation in suffering, in universal sorrow, in the probable death and permanent invalidism of millions of our soldiers, is a cost far beyond the total money cost, however great the latter may be. When once we have won a complete victory, this country will leap forward with such tremendous worldwide business activity that the increase in its wealth will easily take care of any bonded indebtedness, it matters not how great it may be.

If, on the contrary, we press too heavily upon the business activities of the present, we shall produce a condition which will lessen the nation's productive power instead of stimulating to the utmost extent every energy which can be made to increase the output of iron and coal and steel and oil and sulphur and foodstuffs, and the thousand and one other things which enter into the great issue upon which the life of our nation depends.

The point, however, which I wanted to make in this letter was pre-eminently the one of urging upon you and other members of the Administration the necessity of suppressing the pro-German scheme of creating confusion and destroying the morale of the nation by the wild statements which are sent broadcast to the effect that the business men of the country are worse than highway robbers seeking to enrich themselves at the expense of civilization. I am sure that you agree with me that this is an unfortunate and untruthful charge against the business interests of the country, and yet this is in effect the way in which statements emanating from Washington are spread broadcast over the nation.

The iron and steel men are being asked by the Government to crowd their plants to the last ounce of productive power, to increase their output by the building of additional plants and the opening of new mines. The sulphur interests are being urged to find new sources of sulphur supply. In the danger of a coal famine the coal producers are being urged to crowd the output of their mines, and the lumber people and the shipbuilders are being asked by the Government to stretch almost unto the breaking point their efforts to meet the needs of the Government for these things. Nevertheless, at the same time many of these interests are being viciously and vigorously assailed in a way to create a Socialistic-Anarchistic-Bolshevistic spirit which, unless checked, will ultimately bring this country very close to the brink of that utter collapse which has taken place in Russia, and which might, indeed, carry us over the brink into destruction, for all of this campaign is playing directly into the hands of Germany.

Very truly yours,

RICHARD H. EDMONDS,  
Editor.

## A SLANDER ON "THE YELLOW DOG."

HENRY IRVING DODGE of New York proposes the organization of all the boys in the country as the "Boy Detectives of America" to ferret out and brand as "the yellow dog" everyone who is guilty of doing that which delays this nation in the winning of the war.

Mr. Dodge's plan, as given elsewhere in this issue, opens up a wide field of possible good and of some possible evil. He wants to have every man who is not wholesouedly patriotic tagged as "A Yellow Dog" in public estimation, but it is a slander upon the dog of high or low degree, yellow, black or white, to use the dog, even the yellow dog, as typical of the men who are going about this country sneakily trying to undermine the morale of the nation. No dog on earth is quite so low and mean. The yellowest yellow, egg-sucking, sheep-killing, flea-bitten, mange-covered cur that hides by day and robs the hen nest at night is "a gentleman and a scholar" in contrast with the thing which walks on two legs and claims to be a man, but which exudes the poison of pro-Germanism, of Bolshevism, of anti-Americanism, of anti-Red Crossism, of anti-Liberty Bondism.

Mr. Dodge owes the whole race of dogs to the last degree of the dog scavenger of the streets of Constantinople an apology for using "the yellow dog," however yellow he may be, as the name to be given to these coworkers with the fiends of hell who walk our streets, who enter our churches, who claim to be men, and yet are stabbing the nation in the back and doing their utmost to bring the power of the murdering "Potsdam gang" upon the nation. To call such people "a yellow dog" is to dignify them, to ennoble them, to place them so far above their deserts as, indeed, to make angel characters of them compared with Judas.

The sneaking, snarling hyena and the cowardly coyote, which live by thievery and dare not fight anything of equal size or strength, are entirely too good to be used as characterizations of those who put Judas to shame and make him blush at his inferiority. Even the snake hisses ere it strikes, and even the hissing snake, whose deadly fangs bring fearful suffering, is more worthy of respect and love and admiration than is the worker in the pro-German campaign of undermining the moral forces of the nation and weakening our power to destroy that accursed hell-born Power which seeks to overrun the world.

The most flea-bitten, mangiest hide which covers the bones that are tied together under the skin of the commonest cur which ever sucked the blood of a feeble lamb or robbed a bird's nest, slinking away in abject dread with his tail between his legs at the approach of a man, is so superior to the men who, posing as Americans, are in secret stabbing the nation as they speak in behalf of Germany or against the righteousness of our cause and our success that it is like unto an angel face in contrast with the most demon-like face which hides behind the never-lessening fires of the underworld.

Your thought is all right, Mr. Dodge, but you have slandered the yellow dog. He does not deserve that depth of the nether hell to which you have consigned him by this comparison. Your intention is good, but send forth broadcast everywhere your apology to the dog, even to the yellowest yellow dog that ever slunk down a back alley and groveled for food amid the reeking garbage of the Orient.

## IS THE PRO-GERMAN PROPAGANDA WORKING FROM WASHINGTON THROUGH AMERICAN NEWSPAPERS?

UNITED STATES FOOD ADMINISTRATION,  
WASHINGTON, D. C., June 6, 1918.

MR. RICHARD H. EDMONDS,  
Editor Manufacturers Record,  
Baltimore, Md.

MY DEAR MR. EDMONDS:

Mr. Hoover has referred to me for reply your letter of June 4.

You may be assured that we regret the publication of any article which tends to show that the necessity for wheat conservation is passed. Both the Associated Press and the International News Service sent this story out before we had been consulted. Their figures were obtained from what they considered an authoritative source, although they had never been brought to the attention of any member of the Food Administration. Even had the figures been correct, it would have been a mistake to draw from them the inference that our wheat supplies are abundant.

Much of this work does seem to suggest pro-German activity, but, on the other hand, we have every reason in the world to believe that the Associated Press is absolutely loyal and that it is endeavoring to use every possible precaution to carry nothing which would counteract the effect of the propaganda that is being spread by the United States Government. The newspapers as a whole, we feel positive, are trying to play our game, but we have found almost hopeless the effort to eliminate the possibility of occasional publication of such erroneous reports.

Allow me to take this opportunity of expressing the Food Administration's appreciation for the good work that is being carried on through your columns. The editorial page of the MANUFACTURERS RECORD is read here with a great deal of interest, and I can assure you that we are sincerely grateful for the co-operation and assistance you have lent us. I would like to thank you for your interest in this particular instance and for the spirit in which you took the matter up.

Faithfully yours,

U. S. FOOD ADMINISTRATION,  
Educational Division,  
By C. B. RYAN, JR.

The foregoing letter from the United States Food Administration was called forth by the following letter, pointing out the fact that many dispatches are constantly appearing in the American papers which are absolutely contrary to the facts and which create the impression that the need of food conservation has passed. The letter to Mr. Hoover was as follows:

BALTIMORE, Md., June 4, 1918.

HON. HERBERT HOOVER,  
Food Administration,  
Washington, D. C.

DEAR MR. HOOVER:

One day last week a number of papers published a dispatch from Washington to the effect that conservation of wheat was no longer necessary. The dispatch was worded in such a way as to give the impression that it had emanated from the Food Administration. Knowing the situation, I felt satisfied that the dispatch was a fake, but at the same time people not in touch with the conditions would not know this.

Within a day or two after that first dispatch the papers published a dispatch from you insisting upon the need of great conservation of wheat. This showed that the first dispatch was a fraud.

Is it not possible to run the matter down and find out how that first dispatch got out? I have seen so much work of this kind done during the last twelve months that I am sometimes inclined to think that there must be some pro-German activity in Washington which gets out fake dispatches to many newspapers. I have noticed several dispatches during the last twelve months in regard to food conservation which, like the one to which I referred, were directly contrary to statements which you issued apparently as a contradiction.

Can you not find out who is responsible for this seeking to mislead the public and create a complete misunderstanding of the whole situation?

Very truly yours,

RICHARD H. EDMONDS,  
Editor.

We would like to accept the view of the Food Administration that these dispatches from Washington are all of honest intention, but as a matter of fact there are so many dispatches which are sent out entirely contrary to the facts that they mislead the public, and certainly serve the interests of our enemy by creating confusion in the minds of the people as to whether conservation is really needed or not.

These dispatches not only present at times absolutely false issues and carry erroneous statements, but many dispatches get out from Washington apparently designed for the express purpose of arousing hostility to the business interests of the country and intended to create confusion, dissatisfaction and general belief that everything is rotten. Some-

body is responsible for this situation. Is it pro-Germanism successfully hid behind these activities, or is it simply ordinary common fools' work aiming at sensations?

## RAILROAD FREIGHT INEQUALITIES WILL BE DULY CONSIDERED.

THE attention of Director-General McAdoo was recently called by the MANUFACTURERS RECORD to the advance in rates upon some lines of highway materials as being several times greater than the general advance of 25 per cent. in freight rates. The injury of this was pointed out to Mr. McAdoo as likely to seriously retard the building of highways at a time when highway building is important as a war measure. In reply to that letter, we have the following interesting statement of the situation from Mr. Charles A. Prouty:

United States Railroad Administration,  
W. G. McAdoo, Director-General,  
Interstate Commerce Building,  
Division of

Public Service and Accounting,  
Charles A. Prouty, Director.

Washington, D. C., June 3.

Mr. Richard H. Edmonds,  
Editor and General Manager,  
Manufacturers Record,  
Baltimore, Md.:

Dear Sir—Yours of May 28, 1918, addressed to the Director-General of Railroads, has been referred to me for reply.

These advances were necessarily made without considering their effect upon particular commodities or particular localities. It seemed necessary to increase at once the revenues of our railroads, since we were already operating under a heavy deficit, which the wage increases would very largely swell. You may be assured, therefore, that nobody who assented to these increases had any idea of the sort indicated by your correspondent.

I also wish to assure you that while nothing can apparently be done until these rates have gone into effect, as they will on June 25, owing to the great amount of labor which is required to even check in tariffs putting in the advances ordered, we shall immediately after the rates themselves are in effect take up and consider the adjustment of all cases which seem to require adjustment.

Very truly yours,

C. A. PROUTY, Director.

We are glad to be assured by Mr. Prouty that immediately after the rates go into effect, on June 25, the Railroad Administration will take up the question of individual rates and consider the adjustment of all cases which seem to require adjustment. It is a misfortune that, according to Mr. Prouty, the rates must be permitted to go into effect before there can be any effort to readjust them so as to do justice to all interests. We can understand the necessity of a great increase in freight rates, for which the MANUFACTURERS RECORD has vigorously contended for many years as against the rulings of the Interstate Commerce Commission, but it is quite possible to imagine that the damage and disorganization caused by this plan of increasing rates without consideration as to the effect upon any industry may cost the country far more in the end than the amount saved by reason of waiting a month or two after further investigation before increasing the rates.

## THE SOLDIER'S PRAYER FOR LOVED ONES.

Not for ourselves and our comrades alone would we plead with Thee, O Thou prayer-hearing and prayer-answering God. It is for the loved ones that we leave behind that we pray. They will need Thy help. Their sorrow will surpass our sufferings. By day and by night they will be bowed with grief at the dangers we may have to face, except that Thou, O Father, shalt give them the comfort which Heaven alone can offer. We pray for them. O Father, Almighty, tender and loving, give them the joy of Thy presence; help them to feel in all its fullness Thy rich grace. Fill their hearts with the Peace of God. Unto Thee would we lift up our hearts in prayer for these dear ones. We know that Thou lovest them far more than we do, for God's love surpasses man's love as the Divine surpasses the human, as eternity surpasses time. Therefore, we commend them, O Father, to Thy tender care, and Thy loving kindness, and we go forth with the joy of knowing that Thou wilt sustain and keep them, and that their health and their lives will be very precious in Thy sight.



## CONFIRMATION OF THYSSEN'S DAMNING REVELATIONS OF GERMANY'S WAR OF MURDER FOR WORLD CONQUEST

The *Wall Street Journal* has published in full the August Thyssen pamphlet which appeared in the *MANUFACTURERS RECORD* under date of May the 9th, with the following introductory statement:

"Of all the revelations which have stamped Germany as the greatest criminal in history, none is more important than the pamphlet written by August Thyssen and commonly known as the Thyssen pamphlet. Herr Thyssen is, or rather was, the leading manufacturer of steel in Germany. He is well known to practically all the directors of the American Iron and Steel Institute. He visited the United States with the British, French and German iron and steel associations in 1890. He took an active part in the proceedings held at Brussels in 1911, presided over by Judge Gary, and attended by representatives of the iron and steel industry from all parts of the world.

"Seventy-eight years of age, Herr Thyssen is one of the chief iron, coal and steel magnates of central Germany. Until the beginning of the war he possessed huge mines, iron works, docks and even harbors in British India, in other British colonial dependencies, as well as in France and Russia, all of which have been sequestered by the Governments of these three Powers as property belonging to a German foe. He has vast docks and shipbuilding works at Vlaardingen, near Rotterdam. He controls the Vulcan Iron & Steamship Building Co. of Germany.

"When the Thyssen pamphlet was first printed in this country The *Wall Street Journal* had serious doubts as to its authenticity; but, after investigation and correspondence with Herr Thyssen's friends in this country, we are inclined to believe with them that the pamphlet is genuine and is just what might be expected from an independent and widely traveled manufacturer who had been in the United States."

The revelations made by Herr Thyssen have so shocked the world that there was some skepticism when the article first appeared, and when the *MANUFACTURERS RECORD* first received from Mr. Jos. G. Butler, Jr., one of the leading steel men of America and the life-long friend of President McKinley, a copy of the Thyssen article we were so amazed that Thyssen would give this self-revelation that we wired to Mr. Butler for further information on the subject. He replied that he was satisfied as to its genuineness, and that the last time he heard of Thyssen he was in Switzerland, and added: "The Lord only knows where he is now."

And yet while the country has been surprised that Thyssen should thus frankly confess his partnership in the crime of bringing on this war for personal profit, no one should have been surprised who had followed the whole course of Germany during the last 25 years. Otto H. Kahn, a member of the banking house of Kuhn, Loeb & Co., than whom there is no man in America who by birth and personal relations of the last 25 years with German financiers is better able to speak on the situation, in an address nearly a year ago said:

"From each of my visits to Germany for twenty-five years I came away more appalled by the sinister transmutation Prussianism had wrought amongst the people and by the portentous menace I recognized in it for the entire world.

"It had given to Germany unparalleled prosperity, beneficent and advanced social legislation, and not a few other things of value, but it had taken in payment the soul of the race. It had made a 'devil's bargain.'

"And when this war broke out in Europe I knew that the issue had been joined between the powers of brutal might and insensate ambition on the one side and the forces of humanity and liberty on the other, between darkness and light."

Mr. Kahn, born in Germany, lived in that country until he became a man, and was in the German army. His business relations for many years were largely with the great financial interests and banking houses of Germany. But he saw that for the purpose of looting the world, for military power and in order to increase their individual and national wealth by murder and robbery, the whole German race had sold its soul to the devil.

It is worth repeating in this connection as emphasizing what Mr. Kahn said on this subject, which in itself is a testimony of unimpeachable character to the truth of the conditions outlined in the Thyssen pamphlet; and had the people of this country given due heed during the last four years to the statements made publicly by Mr.

Kahn and other men of his character, no one would have been surprised at Thyssen's revelations.

From an address delivered by Mr. Kahn before the Merchants' Association, New York, on June 1, 1917, we take the following extracts as striking proof of Germany having reached that stage of degradation which immediately found its full fruition in the conditions revealed by August Thyssen:

### ADDRESS BY OTTO H. KAHN OF KUHN, LOEB CO., INTERNATIONAL BANKERS OF NEW YORK

We have met today in pursuance of a high purpose, a purpose which at this fateful moment is one and the same wherever, throughout the world, the language of free men is spoken and understood.

It is the purpose of a common determination to fight and to bear and to dare everything and never to cease nor rest until the accursed thing which has brought upon the world the unutterable calamity, the devil's visitation of this appalling war, is destroyed beyond all possibility of resurrection.

That accursed thing is not a nation, but an evil spirit, a spirit which has made the Government possessed by it and executing its abhorrent and bloody bidding an abomination in the sight of God and men.

What we are now contending for by the side of our splendidly brave and sorely tried Allies, after infinite forbearance, after delay which many of us found it hard to bear, are the things which are amongst the highest and most cherished that the civilized world has attained through the toil, sacrifices and suffering of its best in the course of many centuries.

They are the things without which darkness would fall upon hope, and life would become intolerable.

They are the things of humanity, liberty, justice and mercy, for which the best men amongst all the nations—including the German nation—have fought and bled these many generations past, which were the ideals of Luther, Goethe, Schiller, Kant, and a host of others who had made the name of Germany great and beloved until fanatical Prussianism run amuck came to make its deeds a byword and a hissing.

This appalling conflict which has been drenching the world with blood is not a mere fight of one or more peoples against one or more other peoples.

It goes far deeper.

It sharply divides the soul and conscience of the world.

It transcends vastly the bounds of racial allegiance.

It is ethically fundamental.

In determining one's attitude towards it, the time has gone by—if it ever was—when race and blood and inherited affiliations were permitted to count.

A century and a half ago Americans of English birth rose to free this country from the oppression of the rulers of England. Today Americans of German birth are called upon to rise, together with their fellow-citizens of all races, to free not only this country, but the whole world from the oppression of the rulers of Germany, an oppression far less capable of being endured and of far graver portent.

Speaking as one born of German parents, I do not hesitate to state it as my deep conviction that the greatest service which men of German birth or antecedents can render to the country of their origin is to proclaim and to stand up for those great and fine ideals and national qualities and traditions which they inherited from their ancestors, and to set their faces like flint against the monstrous doctrines and acts of a rulership which have robbed them of the Germany which they loved and in which they took just pride, the Germany which had the good will, respect and admiration of the entire world.

I do not hesitate to state it as my solemn conviction that the more unmistakably and wholeheartedly Americans of German origin throw themselves into the struggle which this country has entered in order to rescue Germany, no less than America and the rest of the world, from those sinister forces that are, in President Wilson's language, the enemy of all mankind, the better they protect and serve the repute of the old German name and the true advantage of the German people.

Gentlemen, I measure my words. They are borne out all too emphatically by the hideous eloquence of deeds which have appalled the conscience of the civilized world. They are borne out by numberless expressions, written and spoken, of German professors employed by the State to teach its youth.

The burden of that teaching is that might makes right, and that the German nation has been chosen to exercise morally, mentally and actually the overlordship of the world, and must and will accomplish that task and that destiny, whatever the cost in bloodshed, misery and ruin.

The spirit of that teaching, in its intolerance, its mixture of sanctimoniousness and covetousness and its self-righteous assumption of a world-improving mission, is closely akin to the spirit from which were bred the religious wars of the past through the long and dark years when Protestants and Catholics killed one another and devastated Europe.

I speak in sorrow, for I am speaking of the country of my origin, and I have not forgotten what I owe to it.

I speak in bitter disappointment, for I am thinking of the Germany of former days, the Germany which has contributed its full share to the store of the world's

imperishable assets, and which in not a few fields of human endeavor and achievement held the leading place among the nations of the earth.

And I speak in the firm faith that, after its people shall have shaken off and made atonement for the dreadful spell which an evil fate has cast upon them, that former Germany is bound to arise again and, in due course of time, will again deserve and attain the good-will and the high respect of the world and the affectionate loyalty of all those of German blood in foreign lands.

But I know that neither Germany nor this country nor the rest of the world can return to happiness and peace and fruitful labor until it shall have been made manifest, bitterly and unmistakably manifest, to the rulers who bear the blood-guilt for this wanton war and to their misinformed and misguided peoples that the spirit which unchained it cannot prevail, that the hateful doctrines and methods in pursuance of which and in compliance with which it is conducted are rejected with abhorrence by the civilized world, and that the overweening ambitions which it was meant to serve can never be achieved.

The fight for civilization which we all fondly believed had been won many years ago must be fought over again. In this sacred struggle it is now our privilege to take no mean part, and our glory to bring sacrifices.

Dr. Wilhelm Muehlon, former director of Krupps, follows with further important disclosures the statements recently made by him and published in the MANUFACTURERS RECORD last week, in which he very much along the line of the statements made by August Thyssen, charges his own country with the sole responsibility for the war.

Dr. Muehlon's first disclosures created a sensation in Germany, and the papers of that country undertook to belittle their importance by claiming that he was a disgruntled, aged man. As a matter of fact, Dr. Muehlon, so we understand, retired to Switzerland in order that he might be free to make an announcement which he regarded as necessary in order to let the world know that his own country, led by Kaiser Wilhelm, had definitely planned for this fearful world war. He thus adds confirmation to the statements made by Thyssen, which have attracted such wide attention since published in the MANUFACTURERS RECORD a few weeks ago. Thyssen said that the business leaders of Germany and the Kaiser and the military authorities had been in consultation two years before 1914 in regard to the war, and that the Kaiser had secured from these leaders their pledge of supporting him in the proposed war for world conquest with the promise of great individual and national profit which was to come from Germany's domination of the world. Included in the profits which Thyssen individually was to reap were 30,000 acres of land in Australia and an interest in a \$100,000,000 company for the exploitation of Canada, indicating that the Kaiser expected to secure Canada as a part of the indemnity to be demanded from England. The MANUFACTURERS RECORD heard two years ago that Germany was fully expecting Canada as a part of its indemnity.

Dr. Muehlon's statements cabled by the Associated Press, supplementing what we published last week, are almost as damning of the whole German empire as were the revelations made by August Thyssen. Those who have wondered if it was possible for any decent human being to make such a revelation as the statements we published from the Thyssen announcement can now see a full confirmation of Germany's fearful program by this former director of Krupps.

Dr. Muehlon gives the details of a meeting between the Emperor and the business leaders of Germany assembled in the palace, in the course of which he says that the Emperor, turning upon his guests suddenly, said:

"Now, gentlemen, advance, and as we grasp hands promise me you will stand with me to the last breath."

Commenting on this, Dr. Muehlon says:

"The guests could hardly do otherwise when thus bidden by their

imperial host in his own castle to shake hands with him, and thus a vow was extorted which would be of value only if given freely."

This is almost as damning a revelation of character as the statements made by Thyssen, for Dr. Muehlon admits that the business leaders of Germany when called upon by the Emperor to clasp hands and pledge faith to this war world conquest lacked the moral courage to decline to do so. And so we can understand why Dr. Muehlon, with his conscience pleading for expression, now gives the details and thus hopes to set himself right before God and man.

The incident thus related was, however, entirely in keeping with all the evidence of the determination of the German military power to bring on this war, of the Kaiser's individual guilt which he has repeatedly tried to deny; but there are some other revelations in Dr. Muehlon's statement even more damning. Here is one:

I have received a letter from the field which brings me the unheard-of information that the Emperor has himself said he had enough prisoners, and has told his officers he hoped they would take good care to make no more prisoners. This news is quite authentic.

What a complement to the order of the Crown Prince of Bavaria and what a continuation of the Emperor's previous order to troops about to leave on the expedition to China: "No quarter will be given!"

In a further discussion of the subject Dr. Muehlon gives details as to how German consuls in other lands sought to influence embassies, how writers were employed to spread the propaganda, how governmental control of the press and the complete suppression of independent personal judgment swept all Germany before it. He also takes up the unreliability of the German military statements, and criticizes German aristocracy, German industrialism and the hopelessness of the present conflict to place Germany in an enduring position over the destinies of Europe.

How completely innocent Belgium was of any foreknowledge of the coming of the war is indicated by Dr. Muehlon, who states that though Belgium had ordered some big guns from Krupps, that country did not accept them when ready for delivery because it had not completed the necessary earthworks, and that these guns were withheld and later on were used by Germany against the very country for which they had been made.

Day by day revelations are being made which show that at least some of the guilty ones in Germany are beginning to seek a way to get back into the respect of civilization. The Kaiser constantly professes his sorrow at the fearful carnage which has followed this war, and blasphemously calls upon God to witness that he did not bring it on, although all intelligent people everywhere know that he was the creator of this war and that for years he had been preparing for it.

Thyssen owns enormous iron ore resources in France, or rather he did before the war began. His holdings of iron ore are of such enormous extent that he secured the right from the French Government to build a special port and great shipping docks for the purpose of sending this ore to Germany. The vastness of his interests in French iron ores and in these docks makes him anxious to find a way to save from confiscation by the French Government this source of boundless wealth; and so he issues his statement. A French captain now in this country, who knows Thyssen well and fully understands the magnitude of his interests, has said to the MANUFACTURERS RECORD that his explanation of Thyssen's revelations is that Thyssen hopes by his statement to be able to claim after the war that he was not in favor of the war, and in this way secure permission from the French Government, as well as from England and the United States, to continue his gigantic business operations with these countries.

### JOE BAILEY, THE ICONOCLAST!

JOE BAILEY of Texas is against the automobile. "What do you think of that?" as they say on the street.

According to the Washington Post, the former United States Senator disclosed his antipathy to "buzz wagons" in the course of his argument in behalf of Frank J. Godsol, who, it is complained, received \$1,500,000 in commissions on auto-truck contracts.

Mr. Bailey is quoted as saying of the automobile:

I consider it the devil's own invention. I would like to see the entire industry eliminated. I know I am 100 years behind the times, and the charm of history attracts me. Can you picture a statue of General Jackson in Jackson Square—I still call it Jackson Square,

though for many years you moderns have called it Lafayette Square—knowing the charm and power that had cloaked our former President; can you imagine General Jackson astride of an automobile. The automobile is a curse to humanity.

Great Scott! Fancy "Old Hickory" in a flivver! And great Scott! Fancy "Old Hickory" fighting the Germans with old muzzle-loading muskets and wooden sail warships! Fancy him, too, fighting Germany with a few cotton bales as breastworks and without aeroplanes or telephones or any modern inventions!—and then you get an idea of the asininity of Bailey's statement. Go back, Joe, to the haunts of the spirits of the departed. Mayhap they need no gasoline or automobiles, but don't make every friend you ever had ashamed of you.

### TEAM WORK.

"It ain't the guns nor armament, nor funds that they can pay,  
But close co-operation that makes them win the day.  
It ain't the individual, nor the army as a whole,  
But the everlasting teamwork of every blooming soul."

—Kipling.

**I swear as long as I live to never knowingly purchase any article made in Germany. Will you make the same pledge?**

That is a pledge which is printed on the envelopes and the letter paper of Mr. James Gould, a land operator of Pine Bluff, Ark. Some such pledge should be made by every honest-hearted American.



# GERMANY—THE SUPER-FIEND

## A NATION GONE MAD IN ITS LUST FOR POWER AND WORLD DOMINION.

A Discussion of the Fallacious Doctrine that "Might Makes Right" and "As the State Can Do No Wrong, if the State Orders Crime Committed, It Ceases to Be Crime."

Secretary Lansing in an address on June 10 gave proof from the inside of diplomacy that the whole system on which the German nation rests is a system of lies which finds expression in an utter disregard of the truth in all of its dealings with our own Government. He said:

"In view of this spirit of hypocrisy and bad faith, manifesting an entire lack of conscience, we ought not to be astonished that the Berlin foreign office never permitted a promise or a treaty engagement to stand in the way of a course of action which the German Government deemed expedient."

"The cause of the war was simply the German desire for world dominion."

And to this Secretary Lansing added:

"We must go on with the war. There is no other way. This task must not be left half done. We must not transmit to posterity a legacy of blood and misery. We may in this great conflict go down into the valley of shadows because our foe is powerful and injured to war. **We must be prepared to meet disappointment and temporary reverses, but we must, with American spirit, rise above them. With courageous hearts we must go forward until this war is won.**"

These official statements from the Secretary of State are merely a confirmation of what the thoughtful people of the country have long known; but there are millions of our people who do not yet fully understand the meaning of this war. There are even thousands of soldiers in our camps who are not there in a thorough spirit of patriotism, because they do not realize what the war means, and that it is our duty to save ourselves from being overrun by the brute which has grappled at the throat of civilization.

### TIME TO THINK STRAIGHT AS WELL AS SHOOT STRAIGHT.

SOME supersensitive, sentimental souls who misinterpret the teaching of the Bible succeed in demonstrating their incapacity to think straight when they undertake to discuss this war situation. One illustration of this kind is noted in a letter from Culpeper, Va., to the Religious Herald. The writer of that letter, among other things, makes the following statements, which are enough to make the angels weep for their absurdity:

Quite recently I heard a statement which is not in the Bible, which I do not like, and which—taken complete and by itself—is untrue, except that, as I suppose, it correctly affirms the hasty and superficial thought and feeling of many persons. That statement was that "the chief business of this country just now is the killing of Germans." The killing is incidental—just that—that and nothing more. We sorely and profoundly regret that the attitude of the Germans makes it inevitable. We have rights which are just and inalienable, however stoutly denied and protested by the enemy. One of these rights is the right to certain less or more violent activities in certain pretty well-defined territories—for instance, the hurling of shot and shell and bombs and the like into and across those territories. It is not our fault that other peoples persist in putting themselves in unsafe places. We are not doing this for the purpose of killing Germans—or others. We are defying and seeking to destroy Germanism, Prussian autocracy—an idea, if you please, a theory, a system, a method of procedure. We sincerely deplore the fact that Germans and others do so identify themselves with that idea, or theory, or system, or method as to endanger their own lives as well as ours.

The MANUFACTURERS RECORD recently made the statement that "the chief business of this country just now is the killing of Germans." We stand by

that statement. That is the one supreme issue before this country. That is why we are spending billions of dollars to build ships, to create an army, to make guns and ammunition, and to send our men across the sea to fight the battle of civilization, viz., to kill Germans. That is our job and nothing else counts.

But this sickly, sentimental writer apparently views with horror the suggestion that our business is to kill Germans, and he in all seriousness makes the asinine statement to the effect that we are hurling shot and shell and bombs into certain specific territory, and that it is not our fault if other people persist in putting themselves in unsafe places where the shot and shell are falling! And to this he adds: "We are not doing this for the purpose of killing Germans or others."

Rot! We are doing it for the express purpose of killing Germans, and any man who writes such stuff in a religious paper cannot think straight or is unable to tell the straight truth, for every intelligent man knows that we are doing this for the express purpose of killing Germans. We are not aimlessly shooting in the air and dropping shells into some territory merely for the purpose of hurting somebody who may accidentally stray into that region. We are definitely, directly and to the extent of our ability shooting straight at the Germans and killing just as many of them as we can kill, and if we have any good sense and an appreciation of the situation we are thanking God for giving us the power to meet this contest on the battlefields of Europe in order that we may kill Germans there so that they shall not kill us and our loved ones over here.

In seeking to arouse the nation to this great issue the MANUFACTURERS RECORD is bringing together from week to week the most illuminating facts which can be gathered as to Germany's unspeakable crime in bringing on this war in order that it might conquer and loot the world. It is necessary for our people everywhere to fully understand the German nation and its characteristics and its campaign of murder and robbery.

In this week's issue there are some illuminating articles of exceptional value. One is from the viewpoint of a great religious leader, another that of a great financial leader of German descent. There is also the statement of a former director of Germany's vast iron and munition-making concern, the Krupps, who testifies as to the methods adopted by Germany to bring on this world war, and another is from the standpoint of a woman who has clearly stated the case against Germany.

With a view to bringing all of these articles and editorials bearing on the subject into handy form for distribution by our readers, we will republish in pamphlet form under the heading—

### "GERMANY—THE SUPER-FIEND.

#### "A Nation Gone Mad With Its Lust for Power and World Dominion."

the following articles and editorials from this week's issue:

#### "AN EXEGESIS OF GERMAN KULTUR."

By Rev. E. Y. Mullins, D.D., President Southern Baptist Theological Seminary.

#### "CONFIRMATION OF THYSSEN'S DAMNING REVELATIONS OF GERMANY'S WAR OF MURDER FOR WORLD CONQUEST."

Including views of Otto H. Kahn, of Kuhn, Loeb & Co., and the revelations of Dr. Muehlen, former director of Krupps.

#### "THE DEGRADATION OF CHILDHOOD AND WOMANHOOD BY GERMANY."

By Dr. Anna Howard Shaw.

#### Cover Page Editorial—"THE GERMAN NATION'S BRUTALITY A NATURAL PRODUCT OF GERMAN 'KULTUR.'"

#### "A SLANDER ON THE YELLOW DOG."

#### "WE MUST FIGHT THE BLOOD LUST OF THE GERMAN TIGER UNTO HIS DEATH."

#### "TIME TO THINK STRAIGHT AS WELL AS TO SHOOT STRAIGHT."

This pamphlet, like others issued by us, will be for sale at 5 cents a single copy, 4 cents a copy for orders of 25 or over up to 500, and 3 cents a copy for 500 or more.

According to the theory that "we are not doing this for the purpose of killing Germans," the man who shoots at the midnight burglar and rapist is not doing it for the purpose of hurting these people, but merely practicing a little with his gun, not aiming at anybody in particular, but merely shooting out into space and taking a chance that these robbers and outragers may walk into the line of the bullet.

Away with such tomfoolery! Away with all sickly, sentimental trash that tries to disguise the fact that this nation is fighting to break the strangle-hold of barbarism in its most accursed form which clutches at the throat of civilization and is definitely seeking to destroy us and all our loved ones, to destroy civilization and the religion of Christ itself! Away with every kind of sentimentalism based on an absolutely false interpretation of the teachings of Christ!

It is time for this nation to think straight, as it must shoot straight, or else go down to ruin, and the man who puts out such stuff as that which we have quoted is raising a false issue, making false statements, and to the best of his ability misleading the public.

Fortunately, the Religious Herald is not of that line of thinking in its editorial policy. It has thought straight and fought straight since the beginning of the war in Europe, and it did not have to wait until we entered the war, as many religious papers did, before it sought to arouse our people to this desperate struggle of accursed barbarism against civilization.

## THE FIGHT AGAINST PRO-GERMANISM SHOULD BE OPEN AND NOT THROUGH KU-KLUX ORGANIZATIONS.

MONTGOMERY, ALA., June 5, 1918.

Editor *Manufacturers Record*:

Do you not think your very able paper should take a firm stand against the numerous Ku-Klux bands that are springing up all over the country?

We of the South understand what the Ku-Klux has stood for and well know the good that was accomplished during the days of reconstruction, but that time has passed away forever. Then we had the ignorant and superstitious negro and unprincipled white backed by the Union forces. What was done to get control was of necessity done secretly, but today we are not dealing with the same problems at all. There is no negro involved, with his superstition, to make effective Ku-Klux activities and there are no outside adventurers supported by the Federal Government.

The situation is now all American against the pro-German or German spy, and Ku-Klux methods are not adapted to that evil. Where necessary each community should organize in full strength and out in the open, with its full membership known of all men and made up of the responsible citizens. Any pro-German propaganda can be reached and controlled through a strong and determined demand made by responsible citizens as a unit.

Take the Thompson restaurant case in Birmingham as an example. A strong committee demanded that that restaurant stop serving wheat. The management refused and the Chicago end of the syndicate was communicated with. They took the position that all Thompson cafes were observing the Administration food regulations and that, in fact, Mr. Thompson was on the Food Board, etc. The citizens' committee insisted that Birmingham should be wheatless and closed the Thompson cafe and locked the doors and placed a guard. The result? The Thompson management became 100 per cent. patriotic and today does business at the old stand and as the Birmingham people wished it.

Now, the Ku-Klux do not work that way. There is violence enough across the water without inviting and stirring up violence here at home. The Ku-Klux of old was composed of good men with a serious business—and that ran into various offshoots that gave its originators much trouble and anxiety.

There is no need of any secret doings now. What is done should be done in the open by determined men who would be known and answerable to a community—and who could command results in an orderly manner.

Don't you think, Mr. Editor, you should get behind this threatening situation editorially?

HENRY C. JONES.

We heartily agree with the position taken by Judge Jones in his presentation of the situation in regard to the danger of the Ku-Klux organization now at work in some parts of the South. Judge Jones clearly states the reason why the Ku-Klux came into existence in reconstruction days, and at the same time why there is no need for a Ku-Klux organization in the fight against pro-Germanism.

All that is done in this country against pro-Germanism should be open and above board. No genuine American should be willing to hide behind a mask in his effort to crush pro-Germanism.

In every community there should be a strong organization of all the local forces of men and women who believe in America and who are patriots at heart. They should have the moral courage to tackle the pro-German problem in their own community openly and above board. If there is a pro-German to be found anywhere in their section, they should meet the issue squarely and openly and see that the Government takes charge of his case. There should be no secrecy in such matters. There should be no Ku-Klux organization nor any other organization of a secret kind, except working through the Government, banded together for the purpose of putting down pro-Germanism.

The American patriot should do his work openly, not in secret. He should be known openly to the world as an American ready to stand for the right and meet every issue of pro-Germanism. This would have far more effect than the work of any secret organization except those under the Government's direction. Let it be known in every community that every man and woman in that community will be subjected to the closest scrutiny openly as to his co-operation with the Government and his unquestioned loyalty, and the effect will be infinitely better than the work of a Ku-Klux organization.

The men and women of this country should take pride and glory in the courage, moral and physical, to stand before every suspected pro-German and as a body demand to know the truth, and then to act openly through the Government in the suppression

of pro-Germanism. The Ku-Klux organization, undertaking to do these things secretly, will only increase lawlessness and be productive of great harm in the community in which such organizations exist and to the country at large.

We do not want to put ourselves on a par with the criminals whom we are fighting, but we do want to say to pro-Germans that we will meet them openly face to face and compel their adequate punishment.

In the days following the Civil War, under the fearful curse of Reconstruction, with all of the conditions developed in those sad times, the Ku-Klux organization was formed in order to save womanhood from destruction. Under the circumstances then existing such an organization had a good excuse for its existence and for its work, but let us make our fight against pro-Germanism in every community of the country a straight-out, open fight—a fight of the intelligent, honest-hearted men and women who are not afraid to stand for the right in their determination to put down pro-Germanism.

## TRYING TO REPEAT IN AMERICA THE RUIN WROUGHT IN RUSSIA.

WHEN the Devil has some particular devilish piece of work to do he may appear in sheep's clothing in order that he may get into the fold and destroy the lambs, or he may appear as a courtly gentleman, with his horns hid and his tail covered and his hoofs under patent-leather shoes, in order that in disguise he may wreak some devilish work upon the innocent.

But the Devil is a devil all the same. He sometimes works with open brutality. He sometimes clothes himself in the livery of Heaven in order to do a more devilish piece of work, and so when the German submarines invited the captains and the crews of some of the sunken vessels along the Atlantic coast to partake of their wine and their cigars, treating them as human beings, the people of this country should have fully understood that these German officers were merely following the methods of the Devil in working his most devilish schemes.

If these German officers could, under the direction of their leaders at home, convince a few weak-minded Americans that Germany is not the brutal beast that it has proven itself to be during the last four years, it might have in this way some power to help on the pro-German campaign, which continues with unabated vigor in all parts of the country. But for any American whose ship has been submarined by these sharks and pirates of the sea to drink of the wine and smoke the cigars of these pirates and murderers is a sad reflection upon their own manhood. We would rather have been the dog that licked the sores of Lazarus than to have been the men who accepted this hospitality of wine and cigars from these brutes.

Let not the people of this country be deceived by any possible show of humanity on the part of these German brutes, for brutes they are. The men who are reported to have treated the captured sailors with some degree of humanity were the same men who sunk the passenger steamer *Carolina* and turned adrift in midocean more than 300 men and women and children.

The sinking of the *Lusitania* was somewhat more brutal, because in that case no possible chance was given for the women and children to be saved, but next to that inhuman act on the sea will rank the sinking of the *Carolina* and the placing of hundreds of men and women and children and non-combatants in small, open boats far out at sea, subjected to the risk of death, and death did come to a large number of them.

Against the gift of a cigar or a drink of wine to the captured sailors on some of the sunken ships put this act in contrast, and remember that the beast which for four years has been tearing at the very vitals of civilization cannot over night change its spots, although, with its Devil-directed activities, it may garb itself in a new form in order to wreak a more desperate, devilish act later on. It is the same trick that Germany played on Russia, to Russia's ruin.

## THE PATRIOTISM OF THE NEGROES.

S. B. FORMAN of the Republic Oil & Sulphur Co., New Orleans, sends the *MANUFACTURERS RECORD* a clipping bearing on the patriotism of negroes as shown by one specific case, which is in harmony with the facts published in our Mississippi correspondence of last week.

In view of the desperate efforts made by Germany during the last two or three years to turn the negroes of the South against our country, it is interesting to know how strong is the patriotism of the better class of negroes, the men and women who count as leaders in their race. The statement sent by Mr. Forman and vouched for by him is from the *Daily Item*, New Orleans. It is as follows:

Shorty Reynolds has a brown skin, a loyal heart, a good home, a war garden, ten children, a shoe-shining parlor at 640 Gravier street, and 37 years of shoe-shining experience. From Bangor, Maine, to Portland, Oregon; from Tampa, Florida, to San Diego, California, and thence back by way of Sewickley, Pennsylvania, and Sublet, Illinois, there beats no more patriotic heart than Shorty's.

Yes, sir; Shorty's been shinin' 'em up for 37 years; in all that time the price hasn't been raised. And with all that, Shorty's made enough of a little pile to buy a home and two lots, raise a family that makes the fly-leaf of the family Bible read like a census-taker's report, and gives \$16 or \$18 a month to the Red Cross.

You see, Shorty's not one of the sort that gives to a cause like the Red Cross just once a year and lets it go at that. No, siree; once a month Shorty declares in the shoe-shining shop a Red Cross day. On that day, neither Shorty nor any one of the six darkey boys who assist him goes near the cash register. At the cash register there sits a Red Cross nurse, and she's the only one who handles a coin on that day. Every cent—pay and tip, too—goes to the young woman with the Red Cross on her head-dress. May 12, when Shorty had his last Red Cross day, \$16.35 went to the cause from 640 Gravier street. On the April Red Cross day more than \$18 was turned over. And there'll be another Red Cross day in June.

And that isn't the only way in which Shorty shows his patriotism. Every one of his boys who assist Shorty in shining the tan oxfords, white bucks and vicci kid upper of New Orleans owns a Liberty bond. And not one of the boys who has an opportunity to get into the army and fails to take advantage of it is retained in Shorty's employ.

Facing you, as Shorty puts the last glistening highlight on the toe of your footgear, there's a big black and white sign, which bears the following inspiring words:

Ashes to ashes,  
And dust to dust!  
If the white man can't lick the Kaiser,  
Then the brown-skin must!

What is more, that sign is backed up by a service flag for the shop, and that service flag has three blue stars in it.

Shorty's 53 years old, and he looks to be perhaps 30. But he's been married 14 years, and has had 15 children—two sets of twins amongst them—and ten of them are alive. Alive and helping. You couldn't picture anyone or anything belonging to Shorty not helping with the war. Those ten pickaninies work out in Shorty's war garden from the time school lets out until Mrs. Shorty calls them in to supper. Sundays Shorty works in his garden himself. That's his pleasure.

Liberty bonds, Red Cross every month, great big war garden, great big family and three army enlistments—where'll you find a record to match Shorty's?

## RAILROADS SHOULD BE ENCOURAGED TO AID INDUSTRIAL DEVELOPMENT.

FINANCIAL AMERICA, in commending the position taken by the *MANUFACTURERS RECORD* to the effect that the railroads of the South and Southwest, and for that matter of the Pacific coast, should under the Railroad Administration be encouraged to develop the industrial and agricultural resources of their country instead of discouraging this work, as has been done, says:

It will be easier for the Director of Railroads to put sand and rust into this railroad immigration machine than to remove the obstruction. It will be easier to stop its wheels than to turn them again. It is doubtful if any Government agency can be developed that will equal the initiative, vigor, enterprise and ability shown by these railroad, industrial, colonizing and immigration bureaus. Certainly there is nothing of the kind visible in the present operation of the Federal bureaus dealing with these vital functions of the nation's growth. The railroad industrial organizations that are being forced out of existence leave no successors. It is doubtful if the Federal Railroad Director possesses authority to create any new organization to assume the work thus laid down. But its loss will be America's loss and the result will be far-reaching. The damage should be repaired before it spreads further.



## Typifying the Momentum With Which America Is Now Preparing for War Is the Miracle Wrought in Building a Gigantic Powder Plant in Tennessee.

BY an inspiring, amazing feat of rapid construction the first unit of the new Government powder plant, to be known as the Old Hickory plant, near Nashville, Tenn., began operations Saturday, June 1, less than three months from the time ground was broken for the plant. Before July 1 the daily delivery of smokeless powder for use on the battle front is expected to begin—four months in advance of original calculations. Four succeeding units are to come into commission 25 days apart, or even in less time.

Each of the units, practically complete within itself, will be approximately eight times the size of the largest smokeless powder plant in the United States prior to 1914. The entire plant, which will be of nine units, is approximately seventy times the size of the largest smokeless powder plant in the United States prior to 1914, and will have a capacity of 900,000 pounds of powder a day.

The plant will consume 4500 tons of coal every operating day of 24 hours. This is equivalent to 100 carloads or two trainloads. The completed plant will require 100,000,000 gallons of water every 24 hours, or as much water as is used by a city of 1,000,000 population. Sixty-five per cent. of this water must be treated and filtered. The central power plant will contain 68 boilers, each with a rating of 825 H. P. These will be operated at an overload, developing approximately 90,000 boiler H. P., supplying steam for generating 12,000 kilowatts of electrical power as well as steam power for the treatment of guncotton and other purposes.

The work has been done by the Du Pont Engineering Co. Construction work has now reached a stage where it can be predicted with reasonable assurance that the entire plant will be completed on the schedule now adopted in approximately 60 per cent. of the time that was required to complete the Du Pont Company's own plants at the beginning of the war. Hopewell and Carney's Point were considered at that time to be enduring monuments to the speed and ability of the company's employees.

Surveys for this plant were started February 6 last. Early in March 4400 acres had been surveyed, maps made and plant layout had sufficiently progressed to start to break ground. Under the original contract these surveys were made, a good highway and broad-gauge tracks were built to the plant location, and ground was actually broken on March 8, although construction work on the village for employees had been started three days previously. Before this time the railroad track, seven and a half miles long, had been built in 29 days to carry the necessary construction material and workmen into the plant.

This marks the first completed steps of a monumental task which sets a record for engineering and construction work in the United States.

The original contract with the United States Government for the building of this plant was signed with the Du Pont Engineering Co. on January 29 of this year. It called for a daily output of 500,000 pounds of smokeless powder, with the first unit to operate in eight months, or October 1, succeeding units, four in number, to come into commission every six weeks. This contract made the engineering company the agent for the Government, operating in all things under the supervision of the Government.

On March 23 a new contract was entered into which turned the plant over to the Du Pont Engineering Co. as contractors for the Government. Under its terms the contractors were to construct a plant based on their knowledge and experience complete in every detail to turn out 900,000 pounds of powder a day. Under this new arrangement the contractors agreed to bring the first unit into operation on August 1, two months ahead of the previous schedule, and to bring the other units in 30 days apart. They were willing to undertake this shorter schedule because they would be free to work in their own way without the necessity of preliminary Government approval at every step.

Under this final plan the contractors agreed to do the construction work for a consideration of one dollar. This work included giving to the Government the benefit of all the Du Pont skill and knowledge in the design and construction of powder plants gained through long years of actual operating and exhaustive experimental work, and rendered all the more valuable because of the experience gained in the building of modern war plants to supply the powder demands of the Allies before this country entered the war.

With the freedom of action obtained under the final contract such rapid progress was made that two months ago, when the powder situation became acute, the contractors promised the Government to again put forward the schedule and to produce powder on July 1. But think of a situation so long neglected that the acuteness of the powder supply could only be met by such tremendous work. Who was to blame? Why was the War Department so sound asleep for two years or more?

The induction of the first sulphuric acid plant, by building up a sulphuric acid supply, enabled the nitric acid plant to start within a week. This, in turn, will give a supply of mixed acids which will enable the contractors to start the manufacture of guncotton by approximately the middle of June. The purification of cotton will be started in time to be ready when the acid is available, and the actual manufacture of smokeless powder will follow in a few days thereafter.

The plant is what is known as a self-sustaining plant, combining all the features of the Hopewell guncotton factory and the Carney's Point smokeless powder factory. It is complete in all respects, using sulphur and nitrate of soda for the manufacture of acids, cotton linters, lime, soda ash, alcohol and a number of other ingredients. There are complete units for the manufacture of every ingredient that goes into smokeless powder, as well as a diphenylamine plant of sufficient capacity to meet the requirements of both Old Hickory and the Government powder plant at Charleston, W. Va. There will be a complete power plant for generating electric power and steam. This plant will have eight stacks, 15 feet in diameter and 200 feet high.

The location selected for this plant is a point in the bend of the Cumberland River, about 15 miles east of the city of Nashville. The Government had options on a part of the land, but no surveys had been made at the time of signing the contract. At that time the Cumberland River was in one of its highest floods, and the plant site could not be reached by road except by making long detours.

The Old Hickory plant, including the town, covers an area of about one and one-half miles wide by three miles long. It was necessary to build a town for the employees, and this town will have a population of approximately 20,000 persons. Probably 12,000 or more employees will live in Nashville, going back and forth over the railroad constructed into the plant.

In addition to the railroad which is built into the plant, it was necessary to reconstruct the highways leading from Nashville, and within the plant itself many miles of standard railroad track and narrow-gauge lines are in operation. The finished plant will contain approximately 33 miles of broad-gauge track and 46 miles of three-foot-gauge track for narrow-gauge locomotives and cars.

The almost miraculous power with which this plant has been built is an achievement which gives heart to all America, and will give heart to our allies as they see in the building of this plant an illustration of the tremendous energy which America is now throwing into its war work.

### "I CANNOT DO WITHOUT WHEAT BREAD."

THIS is a statement often heard from people who have no health conditions which require the use of wheat bread, but having been long accus-

tomed to the use of wheat bread, and thinking not of the sacrifice that is needed in the conservation of food, they whiningly insist that they must have flour, and even if they cannot have a full portion of flour bread, they insist they must have flour mixed with all the cereals which are available.

One can hardly have any patience with such people. Except in cases of sickness or of such ill-health as necessitates flour bread, or in cases of small children, any man or woman who insists upon having flour bread, or even a part of wheat mixed in with other cereal flours, has not yet come to a realization of personal sacrifice. People of this kind are still eating cake freely, and occasionally one hears of men and women so bereft of all sense of honor as to have cake as regularly as in former times, and even cake with icing.

These little traits of character show that the heart of the whole country has not yet been touched, and that men and women are still to be found who have no sense of the meaning of sacrifice. The MANUFACTURERS RECORD preaches no doctrine that it does not practice, and the writer of this has not in his home tasted a piece of flour bread, or a piece of bread in which any wheat flour whatever has entered, for many months. Long before Mr. Hoover called for conservation of wheat a rigid order was issued in the writer's home that no bread containing wheat flour should be used more than once a day, and this was soon changed to a rule that not a pound of flour or a pound of bread containing wheat flour was permitted to come into the house. And yet no one likes flour bread more than the writer and the members of his family. We know from personal experience that it is possible to do without the use of a single pound of flour, to entirely cut out the use of cake, and to eliminate many other things which use flour or sugar. And those who are not willing to do this, and do it gladly, are slackers. Are you one?

### WITHOUT GOOD ROADS THERE CAN BE NO RURAL MOTOR EXPRESS SERVICE AS URGED BY THE GOVERNMENT.

ESTABLISHMENT of rural motor express lines in the interest of the conservation of food and man power as well as the furnishing of regular, convenient and economic transportation to the rural sections of the country is urged by the Council of National Defense. The necessity of the development of this transportation advantage to the country is emphasized, and suggestions on how and where to organize and operate rural express lines to give the greatest service to the community covered are offered in Bulletin No. 2, issued by the Highways Transportation Committee of the Council of National Defense, Washington, D. C.

In reviewing the need for additional transportation facilities, the Council of National Defense states that the transportation burden of the railways and highways of the country has been tremendously increased by the war, and it is absolutely necessary to utilize our facilities to the maximum and to extend the use of highways by the more efficient use of motor vehicles which can operate independent of fixed lines or terminals where congestion of traffic is likely to occur. The motor truck can help the railroad by reducing the short haul load, and also act as a feeder line in sections far removed from market.

Approval of the more extensive use of motor trucks has been given by the United States Food Administration through Mr. Hoover when he said:

The development of the rural motor express idea, in my opinion, is in the line of progress and should redound to the benefit of the producer, the consumer and the railroads. This means of transportation should facilitate delivery, conserve labor, conserve foodstuffs, and should effect delivery of food in better condition.

The United States Department of Labor also urges the adoption of the motor truck transportation facilities, and the Department of Agriculture is investi-

gating the efficiency of motor truck transportation in the marketing of farm produce.

But the motor truck is absolutely dependent on good roads. All the urging and commendation of motor truck usage by all the Government departments avail nothing if the highways are unimproved, or if through lack of repairs the roads become impassable. In the face of the fact that this country must increase its transportation facilities and of the recognition that the motor truck is a vital factor in supplementing rail transportation, in conserving time, labor and food, the Government for a time embargoed highway materials and discouraged road construction and maintenance, and even today hampers road work by car restrictions and increased freight rates that make some highway materials prohibitive on account of cost, when it ought to be urging and aiding in the improvement of highways and maintenance of those built that the motor truck be given a foundation on which it can operate not only efficiently, but to operate at all.

Improved highways all over the country, and especially those that have borne the burden of through traffic for the Government, are badly in need of repair, and the Government should do all in its power to hasten the work of reconstruction before wear utterly destroys them.

#### THE NATION SHOULD ENCOURAGE MINING DEVELOPMENT BY MORE LIBERAL TRANSPORTATION WORK.

MANGANESE and iron are two essentially important things for the winning of the war. Most of the manganese which is now coming into the country has to be brought from Brazil and elsewhere. It is of the utmost importance that the manganese ore supply of this country should be thoroughly investigated and developed. The MANUFACTURERS RECORD is in receipt of a letter from Mr. A. D. Greenfield of Atlanta, enclosing a copy of a letter written on May 25 to Director-General of Railroads McAdoo, in which some information is given in regard to iron ore and manganese deposits which Mr. Greenfield desires to operate, provided these ores can be supplied with railroad equipment. In Mr. Greenfield's letter he stated that he had been impressed with the patriotic duty to develop some of these ore properties, and on the advice of capable engineers he is equipping them with mining machinery, and before buying this equipment he was advised by the officials of the Nashville, Chattanooga & St. Louis Railway that the railroad would lease the rails, provided he would do the grading and furnish the cross-ties, the railroad agreeing to put in the switch siding.

He is now advised, after all preliminary work has been done, that an order has been issued by the Director-General prohibiting the railroads from going to any expense in putting in side tracks, and informing him that he must purchase the rails instead of leasing them, according to the promise of the Nashville, Chattanooga & St. Louis Railway.

Mr. Greenfield in his letter said that he had found a high-grade deposit of manganese, which he intended to develop if the quantity warrants it, using for this purpose the entire present mining equipment and installing additional equipment for the iron-ore property.

Dr. McCallie, State Geologist of Georgia, has advised Mr. Greenfield of the great need of manganese, and that he knows of no more patriotic work that can be done than to produce manganese at home to lessen the demand for manganese mined in other countries. To this presentation of the case, Mr. Greenfield advises us, he has been able to receive no information from the Railroad Administration other than a circular-letter entitled "General Order No. 15."

We are mentioning these facts because there is great need for giving to mining companies the transportation facilities that are absolutely needed for increasing our iron, steel and coal output. Our country and our allies are clamoring for more iron and steel, but this cannot be provided except by the larger output of the raw materials, and anything which hampers the opening of mines or the increase of existing mines is hampering the nation's ability to fight.

#### HELPING TO SOLVE THE FARM LABOR PROBLEM.

IN a letter to the MANUFACTURERS RECORD in regard to the acute shortage in farm labor, Mr. F. W. Fitzpatrick, consulting architect of the Bankers' Realty Investment Co. of Omaha, writes:

I am surprised and tickled to find you approving and advocating the introduction of Chinese labor, something I've howled for for the past two years. Most of my good editorial friends, who so often helped me push such things along, have thrown up their hands in holy horror—and fear—in this Chinese matter, and positively decline saying one word for it.

By jinks, it is something that we will have to come to! It's perfectly obvious, albeit distasteful, but the quicker the intelligent men of the country see it your way the better it'll be for the country.

Meanwhile, as immediately important as the Chinese matter is, there is something else that can be done first and that must be attended to now. We've got to see to the getting in of the present crop of foodstuffs. We may discuss the Chinese for the harvesting of the next crop, but if this one goes to rot for lack of man-power, where are we?

Lots of us are perfectly willing to go out and help on the farm, but there is no system about it. We want to centralize and systematize the effort. I've started a movement in this State in that direction, a species of clearing-house for the farmers to register their wants and a regular system of drafting the city men who are willing and able to go out on the farm for a few days, a clearing-house arrangement that will properly distribute the work in a sensible and rapid way. At the same time, the chambers of commerce, newspapers, clubs and so on are supposed to bring enough moral pressure to bear on the city fellows to shame them into volunteering if they don't feel like doing it of their own free will.

Now, then, I think this will be a good thing for Nebraska, but why in Heaven's name not make it apply to the country over? The Government mildly suggests that city men take their vacations on the farm, but something more vigorous will have to be done than mere suggesting. There are few more potent and vigorous forces than the MANUFACTURERS RECORD. If it starts the ball rolling, something effective and tangible may result. The attached open letter goes more into detail. I heartily commend this to your attention, and feel that you will give it a boost.

Mr. Fitzpatrick's suggestion is one which should be given consideration. The city man who has the physical strength for farm work has no right to loaf this summer merely in order to pass away his vacation. Some form of relaxation from his work in the city may be needed, but if it is possible for him to do physical labor successfully, then he might to great advantage use his time on the farm in doing something which would help save the nation.

It is not a question of taste; not a question of his comfort, nor of whether he would enjoy the hard work under the midsummer sky in the harvest field, but whether he has the physical stamina that will enable him to do his task in helping to increase the food supply of the country and to save the crops.

A few days ago the editor of the MANUFACTURERS RECORD received a letter from the mother of a splendidly educated young woman, twenty years of age, telling how this young girl, who had never been physically strong, who had been tenderly nurtured and wonderfully well educated, having done her utmost in pushing the sale of Liberty bonds and in kindred activities, felt that she must do still more in behalf of the soldiers who were going across the water to offer their lives for the salvation of the women of this country from damnation under German power, and so she with others had gone out into farm work. She signed a four months' contract, put on appropriate uniform, and is working eight hours a day in the field, and as her mother added, has never been so happy in her life and her health seems to be improving, although her doctor had felt that it was an unwise move, because of a recent long illness from which she had not fully recovered.

This young girl, tenderly reared, never accustomed to any physical work, like other girls who are doing the same thing, is enduring the hardship of work on the farm eight hours a day for a meager salary, not for the salary itself, but because they are trying to serve the nation and help to provide foodstuffs.

In the light of such work as this, will the men of the cities fail to do their part on the farm, and will the men of the nation, because of preconceived notions against Chinese labor, continue to oppose the incoming of Chinese men to work on the farm when to do so means that tenderly nurtured American women will be compelled to do hard farm work?

#### WE MUST FIGHT THE BLOOD LUST OF THE GERMAN TIGER UNTO HIS DEATH.

THIS nation should face squarely and fairly, with ever-increasing determination, with ever-growing grit, the fact that we are engaged in a long and desperate war. To minimize the power of the barbarism against which we fight would be a great blunder.

The man who, in the jungle, faces the tiger as he springs at his throat would be very foolish to say that the beast will soon get tired of the struggle and become peaceable and ready to sit down and parley as to which shall live. As the tiger springs for his prey he throws into the spring every ounce of his strength, every drop of blood in his vicious nature, and death alone will stop him. He who deals with a tiger on any other basis will soon find himself inside the tiger, or at least he will soon be there, however little he may know about the way in which he landed on the inside.

The man who would fight the tiger must fight the tiger with a realization of the tiger nature, with a realization of the viciousness of the animal, of his tremendous strength, of his endurance and of his blood-thirstiness. On no other basis can a man safely prepare to fight the tiger when the tiger is fighting him.

Any man who thinks of dealing with Germany on any other basis than that of the life and death struggle between the tiger and the man whom the tiger has attacked knows little of the enemy which is fighting us and little of the spirit of viciousness, of blood-thirstiness and little of the power of the tiger element in his nature. This enemy has fed on human blood until, like the tiger, he has grown stronger in doing it and the more eagerly seeks to lap still more human blood. Crazed by the taste of blood, the tiger fights with intense ferocity. Crazed by the success in tasting of the blood of millions of men and millions of women and children, crazed with the lust for world dominion as by individual lust and the desire to loot the world, Germany, like the tiger, springs with increased ferocity at the throat of civilization.

This is a situation we must meet. We must meet it not with fear, but with calm courage and with unbending determination to utterly destroy the tiger and stand between his fearful power for ruin and the loved ones whom we shelter behind us. Let us as a nation face this issue squarely, with no thought whatever of any early ending of the war. Let us realize that there is no possible peace except the peace of the death of the tiger, and with full realization of the fact that the tiger still has intense ferocity and power, let us throw into the struggle all of the manhood of the nation. Let us be content with the thought of a long war and prepare for it that there may be no disappointment when from time to time we have to face the realization of the fact that the fight is a long and desperate one and a fight unto death.

Any thought that there will be any upheaval or revolution in Germany or any overthrow of military power is, on its face, absurd. The German propaganda will, for the express purpose of deceiving us, talk about a revolution at home, but the German people as a whole are in this war, and they are going to stand by the Kaiser and his military crowd to the utmost stretch of their ability. They have no thought of overthrowing the Government, and even if they desired to do so they have no power to accomplish it.

There is no likelihood whatever that we shall starve Germany. The day for the possibility of starving Germany has long since passed, for when she captured Russia and Roumania she opened up a field for almost limitless supplies of foodstuffs and oil and other things needed to make war. We shall conquer Germany only in the way that the man attacked by the tiger escapes death himself, and that is by the killing of the tiger. Our job is to do the killing, and do it until the unkillable people of Germany awake to the realization of the fact that the longer they fight the more terrific will be their destruction.



what it will cost to buy these lands if they are in private hands. In short, at the conclusion of the war the United States should be able to say to its returned soldiers: "If you wish to go upon a farm, here are a variety of farms of which you may take your pick, which the Government has prepared against the time of your returning." I do not mean by this to carry the implication that we should do any other work now than the work of planning. A very small sum of money put into the hands of men of thought, experience and vision will give us a program which will make us feel entirely confident that we are not to be submerged industrially or otherwise by labor which we will not be able to absorb, or that we would be in a condition where we would show a lack of respect for those who return as heroes, but who will be without means of immediate self-support.

A million or two dollars, if appropriated now, will put this work well under way.

This plan does not contemplate anything like charity to the soldier. He is not to be given a bounty. He is not to be made to feel that he is a dependent. On the contrary, he is to continue in a sense in the service of the Government. Instead of destroying our enemies, he is to develop our resources.

The work that is to be done, other than the planning, should be done by the soldier himself. The dam or the irrigation project should be built by him, the canals, the ditches, the breaking of the land and the building of the houses should, under proper direction, be his occupation. He should be allowed to make his own

home, cared for while he is doing it, and given an interest in the land for which he can pay through a long period of years, perhaps 30 or 40 years. This same policy can be carried out as to the other classes of land. So that the soldier on his return would have an opportunity to make a home for himself, to build a home with money which we would advance and which he would repay, and for the repayment we would have an abundant security. The farms should not be turned over as the prairies were—unbroken, unfenced, without accommodations for men or animals. There should be prepared homes, all of which can be constructed by the men themselves and paid for by them under a system of simple devising by which modern methods of finance will be applied to their needs.

As I have indicated, this is not a mere Utopian vision. It is, with slight variations, a policy which other countries are pursuing successfully. The plan is simple. I will undertake to present to the Congress definite projects for the development of this country through the use of the returned soldier by which the United States, lending its credit, may increase its resources and its population and the happiness of its people with a cost to itself of no more than the few hundred thousand dollars that it will take to study this problem through competent men. This work should not be postponed.

Cordially and faithfully yours,

FRANKLIN K. LANE.

The President,  
The White House.

## America Must Be Freed Forever From Menace of German Domination

GOVERNMENT SEEKS TO UTTERLY DIVORCE ALL GERMAN CAPITAL FROM  
AMERICAN INDUSTRY—DRASTIC PROCEDURE AGAINST ENEMY HOLD-  
INGS WILL BE TAKEN BY ALIEN PROPERTY CUSTODIAN.

[Special Correspondence Manufacturers Record.]

Washington, D. C., June 11.

The recent extension of the scope of the Trading With the Enemy Act, effected by the proclamation of President Wilson made public on June 6, is of far more significance than the general public probably recognizes.

Under the provisions of the proclamation, which enlarges materially the classification of "enemies," the Government is enabled to take over the property of thousands of persons who were not included in the original act and whose holdings consequently could not be touched before.

Formerly only the property of interned aliens in this country or that of persons residing within the enemy lines could be taken over by the Alien Property Custodian. Under the expanded scope of the act brought about by the Presidential proclamation just issued there have been added five classes of citizens or subjects of Germany and Austria-Hungary to the "enemy" list, as follows:

1. Wives of officers, officials or agents of Germany or Austria-Hungary, wives of persons within the territory (including that occupied by military and naval forces) of Germany or Austria-Hungary, and wives of persons resident outside of the United States and doing business within enemy territory. This classification includes the property of American women who have married German or Austrian subjects and who left Germany or Austria when the world war began to reside in Switzerland or other countries outside of the United States in order to avoid sequestration of their property.

2. Persons who are prisoners of war or who have been, or shall hereafter be, interned by any ally of the United States. This includes the property of German or Austrian subjects who have been interned in France or England or other Allied countries, but whose property heretofore the United States could not touch.

3. Persons who since April 6, 1917, have disseminated, or who shall hereafter disseminate, propaganda calculated to aid any nation at war with the United States or injure the cause of the United States or its Allies, or who have assisted or who shall assist in plotting or intrigue against the United States or any of its

Allies. This includes the property of German or Austrian citizens who have been active in intrigue in South America, Mexico, Switzerland or any other of the neutral countries.

4. Persons included or who shall hereafter be included in the "enemy trading list." This is, perhaps, the largest new class of "enemies" whose property the United States can take and make available to the Government valuable assets in the United States owned by German citizens in neutral countries who have been trading with either Germany or Austria.

5. Persons who at any time since August 4, 1914, have been resident within enemy territory.

None of the above classes include law-abiding German or Austrian citizens residing in the United States or natives of either country who are citizens of neutral countries.

The definite object of the proclamation is to render more effective than heretofore possible the determined purpose to break down forever the commercial stranglehold which Germany had endeavored to place upon this country.

There is not only involved the frustration of this subtle method of attack which preceded the military onslaught of the Hun powers upon civilization, but the prevention of what otherwise might develop the astounding situation of enemy investments in the United States actually making money through the war which the ruthless militarism of Germany precipitated upon an unsuspecting world.

One of the remarkable disclosures of the war has been the subtlety of the German "trade penetration" throughout the world. That it was linked up with Germany's designs for universal conquest has been made palpably manifest. Connected with it has always been the character of propaganda which sought to strengthen the solidarity of German interests in outside territory and at the same time to weaken the national spirit of the peoples in whose midst it was implanted. The latter method sought its ends in no small measure through the instilling of suspicions in the various countries as to the motives of other countries. This method of procedure has not been without its success in the Western Hemi-

sphere. To it may be attributed in no small degree the animosity of the Latin-American republics toward the "Colossus of the North," carefully and sedulously fomented by the German traders, every one of whom has been shown to be an active agent of political Germany in its plans for conquest and eventual world-wide domination.

Under the original provisions of the Trading With the Enemy Act, A. Mitchell Palmer, Alien Property Custodian, was able to obtain control of many millions of dollars' worth of enemy property. At first the bonds, stock and securities thus obtained were placed in the custody of American banking institutions and the earnings collected and deposited in the Treasury, both to await such disposition and distribution as might be determined upon at the conclusion of the war.

It was found, however, that the menace of foreign control was not obviated in this way, so that further legislation secured through a provision inserted in the General Deficiency Bill was utilized to enable the Alien Property Custodian to dispose of all such enemy holdings to persons of unquestioned Americanism. The result has been not only the ousting of all directorships or other forms of control of the enemy organizations, but their actual passing into the hands of Americans in all cases where the institutions were even suspected of being branches of German commerce.

The meaning of this and the end aimed at is, in the words of Mr. Palmer, "the complete divorcement of American business from Germany." He most aptly defines the character of investment in question as "an outpost of German kultur, the investment which stands in the trenches dug into the soil of American industry and commerce for the purpose of weakening American control of American resources."

In a recent address Mr. Palmer commented on how complacently the American people permitted this to be done and how foolishly they have even encouraged it to be done. But the realization came at last, and with it have been taken the steps to thwart for all time the workings of the insidious system. What that system contemplated is thus described by Mr. Palmer:

"We can see with what crafty, yet plausible, processes their shrewd pioneers blazed the way through the rich industrial forests of America. They came from industrial organizations fostered by the financial powers of the German Empire, sometimes even subsidized by the Government. They came to capture, so far as they could, great lines of industry and commerce whose control was designed to spread the power of Germany as against the day when it might call to its support in the struggle for world conquest its industrial and financial legions on this continent as other nations have called to their defense the free men of their provinces the world around."

But the remedy is now at hand in the powers earlier conveyed by the Trading With the Enemy Act, strengthened by subsequent legislation and the latest proclamation of President Wilson in which the "enemy" list has been so comprehensively broadened. Mr. Palmer has indicated that the public can greatly assist the work of the Alien Property Custodian by noting the new classification and by furnishing information of all property in the United States owned by these enemies. There can be no question of the intent involved. Mr. Palmer has made this very clear. Fully awake at last to "the awful menace to Christian civilization which unbroken German power will always be," he declares that America will use every weapon to "destroy this thing which threatens not only Europe, but America as well; which darkens not only the present hour for the generation in which we live, but all the future for those who are to come after us."

"This being so," continues Mr. Palmer, "it seems to me to be an important part of our work to capture the army which Germany skilfully and craftily planted midst the busy wheels of American industry, and to break, never to be again repaired, the industrial and commercial chain which Germany has stretched across the American continent and our insular possessions. I would let Germany understand now that her plan has dismally failed. I would let her understand now that, no matter how long she fights or what sacrifices she makes or what price she pays, however much territory she may occupy or whatever worlds she may conquer, there is one place on God's green earth which she will never soil again with the tramp of the marching legions of her industrial army. That is the United States of America. I would divorce utterly and forever all German capital from American industry."

## How Quota for States Was Determined by Managers of Drives for Liberty Bonds and Red Cross Funds.

[Special Correspondence Manufacturers Record.]

Washington, D. C., June 10.

A few attempts have been made by statisticians to indulge in invidious distinctions by comparisons of various bases of wealth in the several States and sections of the country with the investments of their respective citizens in Liberty Bonds or their respective contributions to the Red Cross fund.

In all probability the managers of these "drives" exercised their best judgment in the apportionment of the quotas to be raised in the several States. The objectionable features arise in later comparisons, in which are placed in one column the amounts raised and in the other the "percentage" of contributions or investments, as these are deduced from their relations to one or more standards of wealth as indicated by values of real estate, personal property, taxable lists and so on.

At the request of the MANUFACTURERS RECORD, the officials of the American Red Cross explained the method of procedure which it followed in the assignment of its quotas in preparing for the second Red Cross War Fund Campaign. Here is the outline of the plan:

"The method followed in establishing quotas for the States (and hence divisions, the division being the sum of the component States) was to arrive at preliminary figures entirely independent of the quotas for the first drive and the amounts raised. These items were then considered with the preliminary figures to determine the final quotas.

"In establishing the preliminary figures for States two processes were used. One was based on per capita figures. Various factors, such as estimated wealth, bank resources, aggregate internal revenue tax, individual income tax, etc., were considered and given weight in proportion to their importance. The factors of each State thus weighted were added together and their sum multiplied by a net available population figure obtained by eliminating negroes, enemy aliens and such others as were considered either unable or unwilling to contribute to the Red Cross. A hundred million dollars was divided in proportion to the product thus obtained. The result is an allotment of quotas for States on a 'per capita basis.'

"The second process for obtaining the preliminary figures was based on State per cent. figures. A number of factors, such as net population, bank clearings, estimates of wealth, national bank capital, bank resources, aggregate internal revenue tax, individual income tax, average number of wage-earners in manufacturing, persons over 10 years of age in gainful occupations, etc., were considered. Each State's per cent. of the total for the United States was found for each factor. The factors were weighted in proportion to their importance and the per cents multiplied by these weights. The sum of the products for each State was found and a hundred million dollars divided in proportion to these sums. The result is an allotment of quotas in a 'State per cent. basis.'

"An average of the per capita and State per cent. bases was obtained and modified by percentages for inaccessible rural districts and under-developed Red Cross organization. These per cents were small; very few cases were over 10 per cent.

"Up to this point the estimate has been theoretical. The next step was to make some arbitrary changes where necessary, based mainly on the quotas assigned for the first war fund campaign and the amounts raised in that campaign. Fortunately, they are not many. The changes were made with a view to encouraging the States which gave freely and willingly and to stimulate those that fell behind their proper allotments. They were made as a matter of judgment, considering many factors, and always keeping in mind the best interests of the American Red Cross."

This interesting outline of the method followed by the Red Cross in the allotment of its quotas shows how unjustifiable becomes the process of estimating the proper sums that should be contributed by the several States, figuring on any single system of estimated ability to contribute as obtainable from a single set of statistics assumed to furnish the basis for a just comparison. The fact that the South has contributed largely, meeting the expectations of the Red Cross officials, does not invalidate the objections to the numerous forms of com-

parisons which have been made. It is quite obvious from the statement furnished by the Red Cross officials that any individual approach to a comparison of sectional or State responsibilities is not warranted when so many different factors, some of them not even named in the official statement, enter into the equation.

The real fact is that any comparisons of this character are without pertinence or value. The wealth of the South and its contributions to the welfare of the nation are not to be measured in the number of hard dollars that are available for contribution to any given cause at a moment's notice, however worthy the cause. The contribution of the South to the nation's wealth is at the same time enormous. There are many prospects, however, in which this is not realized, or realizable at call, in cash contributions. By the very necessities of organized trade the actual cash representations of the genuine wealth of the country as a whole are to be found in the large cities to a very much greater extent than in the rural districts, where so much of the real wealth is produced. With all of its prosperous centers of population, the South is still behind many other sections in these concentrations of monied wealth. In more than a metaphorical sense it therefore gives to the Liberty Loans and the Red Cross contributions far more than the tabulated statistics of money directly invested can possibly show, even though these, where not flagrantly mishandled in a series of unwarranted "percentage" comparisons, present a most enviable record.

### "The Yellow Dog" Organization.

New York, June 9.—Henry Irving Dodge, author and patriotic propagandist, today made a national appeal for the suppression of "The Yellow Dog" by the establishment in every municipality in the United States of a branch of the Boy Detectives of America.

"The Yellow Dog," according to Mr. Dodge, "is the whining native son who constantly harps on German efficiency, of our fighting England's war, of its being a rich man's war, of the crime of sending our boys over there, of the impossibility of defeating Germany, of charging our 'dollar-a-year' men with being profiteers, of declaring that a large percentage of war tax money goes to grafters and 'all the rest of the feeble-minded twaddle.'"

In making his appeal for the co-operation of the mayors, superintendents of public instruction, members of patriotic societies, scout masters of the Boy Scouts of America and Y. M. C. A. secretaries, Mr. Dodge declares that "The Yellow Dog" is a menace far greater than the Germany army. His attacks are concealed while the attacks of the Germany army may be guarded against.

"I speak conservatively," says Mr. Dodge, "when I say that every 'yellow dog' is equal in strength to one infantry company in the German army. The lies of 'The Yellow Dog' are sapping the strength at home. They are gnawing at the foundation of attack and defense. They are working for the Germans and many of them don't know it."

Mr. Dodge's plan for the suppression of "The Yellow Dog" is outlined in his most recent work of fiction. In it he portrays the manner in which the boy power of a suburban town was harnessed under the name of the "Boy Detectives of America" and the town was cleansed of yellow dogism without untoward friction and without the use of the usual police channels. Now he wants the boy power of every municipality in America harnessed in the same manner in order to accomplish the same result nationally.

All that is necessary to make the campaign an accomplished fact, according to Mr. Dodge, is a few determined men-leaders of boys in every municipality who will take the trouble of explaining the details to the youngsters.

The boys first are to be organized. They are to be regular detectives for the purpose of ferreting out "The Yellow Dogs." Every boy must keep his ears wide open for direct and implied attacks upon the Government and keep on the end of his tongue the one question, "How do you know?"

The first move in the campaign is for some patriotic citizen to arrange for a meeting with the boys and explain to them just what the "Boy Detectives of Amer-

ica" is and the meaning of the organization to the welfare of the United States. Then the club is to be organized. Every boy is to be given an official membership card and every member is to receive a supply of "The Yellow Dog" cards to pass out to persons who pass along the "feeble-minded twaddle."

Mr. Dodge, at his own expense, offers to furnish membership cards and "The Yellow Dog" cards to the members of every club that is formed.

On the front of "The Yellow Dog" cards, printed in large type, are the words "You're a Yellow Dog," and on the reverse side are numerous descriptions of just what constitutes "The Yellow Dog." Some of these enlightening phrases read:

"If a man talks against the Government and can't back up what he says, he's a yellow dog."

"The meanest yellow dog of the lot is the one that stands up and hears his country abused without protest."

"Any man who tells the Government about its faults and how to correct 'em is its friend; any man who tells the Government about its faults just to discourage, is a yellow dog."

"Anybody that says Colonel Vanderbilt loaned France forty millions is a yellow dog. He ain't got that much."

"Any man that won't buy a bond isn't willing to pay his share of the expenses of our brothers in the trenches who are risking their lives fighting for him. Can any yellow dog be yellere'n that?"

"Anybody that says United States bonds ain't the safest investment in the world is a yellow dog."

"Anybody that says anything that gives the Germans a chance to write home an' say this ain't a popular war is a yellow dog. It's popular an' then some."

"Anybody who talks peace by compromise is a yellow dog. Judas made a 50-50 peace with the devil. Everybody knows where Judas got off."

"This is an American Town. We're behind the Government. Swat the yellow dog."

"All yellow dogism is made in Germany."

A supply of these cards should be carried by every member of the Boy Detectives of America and when he hears any person make a remark indicating that person is in "The Yellow Dog" class, the boy detective should approach him with the query:

"How do you know?"

Usually the person spreading the unpatriotic libel doesn't know. So and so told him. The whiner is then handed one of "You're a Yellow Dog" cards. The reverse side enlightens him as to why he is a yellow dog.

Mr. Dodge declares this treatment soon will stop the unfounded stories now so rampant. Nobody likes to be tagged as a yellow dog. Nobody likes to be ridiculed.

### \$10,000,000 to Be Spent by Government for Warehouses and Terminal Facilities at New Orleans.

New Orleans, La., June 7.—[Special.]—That New Orleans is to be a great Government distributing depot, not only during the war, but after the war as well, is indicated in the announcement that warehouses, docks and terminal facilities costing \$10,000,000 will be built on the Industrial Canal here by the Government. There will be three warehouses, each 160x140 feet, a wharf and a warehouse 2000 feet long. The work must be finished by November.

The buildings mentioned comprise the commodity warehouse system, work on which had already been begun by the dock board here. Now that the Government has taken it over, the dock board will have the money to build an addition to the municipally-operated cotton warehouse. This additional unit is badly needed, as the warehouse is full and a new crop is coming on in four months.

### To Manufacture Motor Trucks.

One-ton motor trucks will be manufactured at Greensboro, N. C., by the Southern Truck & Car Corporation, and all parts except the engines will be produced. A plant site of seven acres has been obtained, and the first building will be a one-story 200x60-foot steel structure. Details are now being considered for all buildings and machinery of this new corporation, which has organized with a capitalization of \$1,000,000 and officers who include the following: J. A. Norfold, president, Lynchburg, Va.; H. A. Christie, secretary-treasurer, Greensboro; R. A. Skinner, consulting engineer, Detroit.



[From The Sun, Baltimore, June 7, 1918.]

**URGES CITY TO BUILD****Edmonds Declares People Must Solve Housing Problem.****GOVERNMENT HAS HANDS FULL****Editor Of Manufacturers' Record Believes Building Material Will Continue High After War Ends.**

Discussing the need of more dwellings in Baltimore, especially to meet the requirements of working people connected with existing industrial plants and with other plants which could be located here, Richard H. Edmonds, editor of the MANUFACTURERS RECORD, said:

"In small communities of limited capital, where the Government has found it necessary to locate large war material plants, it is very proper for the Federal Government to co-operate in the building of dwellings for the working people. This should not, however, be necessary in a community of the size and wealth of Baltimore, where the building of dwellings, as an investment, has been a recognized business for generations.

"If Baltimore has not the energy and enterprise sufficient to provide ample housing accommodations for all the workmen which the Government needs in the operation of war-making materials, or which private concerns need for workmen engaged in the building of ships and kindred activities, the city does not deserve to be given any further consideration by the Government or industrial builders as a location for new plants.

"In this great world war, where the Government is taxed to the utmost limit of human power to create war materials and organize and train an army, the men who are responsible for this work should not be called upon by any great city such as Baltimore to look after so simple a proposition as the building of dwellings for the housing of the working people.

"Throughout the entire country there is too much disposition to turn to the National Government for everything instead of depending as largely as possible upon local initiative and local energy and local money to do the things which can be done without calling upon the Federal Government.

"The men who are at the head of the war activities of the nation, from President Wilson down, are taxed to the utmost limit of every ounce of their strength. Their task is the mightiest to which men have ever in human history been called, so great is the magnitude of the things to be done and so vast are the ramifications of this work. On this account, if for no other, additional burdens should not be placed upon Washington officials. They should not be required to figure out house-building propositions or to do a thousand and one things which local communities should do for themselves except in the case where the establishment of Government industries in small communities on such a scale as to be beyond the power of local people to handle.

"Shipbuilding has been seriously retarded in this city by reason of the lack of houses. Other lines of industry are hampered in the same way. For a year or more it has been easy to see that the growth of Baltimore was on such a tremendous scale that it would be impossible to provide houses for the incomers unless we should have a great house-building activity, and especially of houses suited for mechanics and others engaged in these new industries.

"Largely because of the increasing cost of building materials, people have hesitated to carry on building operations. Some have foolishly thought that the war would soon be over and that, therefore, we need not make any preparation for a long continued struggle, with inevitable high prices. Some have thought there would be a reaction after the war, and that all building operations would be very much cheaper than at present. I think both are entirely wrong. In all human probability, we are engaged in a long war in the life-and-death grapple in which barbarism has clutched at the throat of civilization, and the inhuman monster which has for generations been developing its strength for this contest is still unshaken and can carry on the struggle probably for years to come.

"We shall need, therefore, to go ahead with war preparations, with the making of munitions and the building of ships with the likelihood that at the best

we have years of struggle ahead of us. Everything should be planned on that scale with a view to the creation of an army at least of 10,000,000 fighting men as rapidly as they can be mobilized and trained and the equipment provided. Every plan for building ships, for making of munitions, should be in keeping with this thought.

"But when the war is over we need not expect to return to the low wages and low prices of building materials of former years. The whole world will have to be reconstructed to a large extent, and we shall have to fill up the tremendous vacuum created by the destructive power of war and by the limited construction activities in railroad and in house building throughout the world during the last four years. I am satisfied that it will take a good many years after the war ends before there will be any surplus of labor or of materials. In all human probability, the demand for foodstuffs after the war will for years be greater than at present because the starving peoples of Europe when once peace has come will eagerly grab for food to nourish their impoverished bodies. There is no likelihood, therefore, that there will be any surplus of foodstuffs for the next decade if we can adjust the distribution of foods to the needs of this country and of our Allies.

"With this demand for food, with the necessity for enlarged railroad facilities and the building of new roads, with the certainty that we must build a vast system of highways through the entire country and develop the motor-truck business to supplement and in many cases supplant railroad transportation which for years will be inadequate to our needs, with the certainty that we must develop water transportation and continue shipbuilding operations on a large scale, I cannot see how it will be possible for the rates of wages to materially decline, and, therefore, I do not look for any lessening in the cost of building materials or of foodstuffs for many years to come.

"Under these circumstances, house building, where needed for actual necessities, should be aggressively pushed. I do not believe any man has a right in these times to use material or labor for building a costly home merely because he has the wealth to permit him to do so. On the other hand, it is the bounden duty of the capitalists of the community to encourage the building of dwellings for mechanics and those of moderate means who must be adequately housed. Men who invest their money in work of this kind are specifically helping the nation to win the war. It has seemed to me, therefore, that Baltimore with its great wealth should not for a moment have to look to the National Government for any house-building work when the National Government and all the people in Washington are crowded to the limit of human endurance and cannot possibly give much time to the consideration of things which should be handled by local people."

**Texas Wheat Crop Will Be Short—Cotton Outlook Excellent.**

Austin, Tex., June 8.—[Special].—With the wheat harvest in Texas now well under way it is possible to make what are said to be reliable estimates of the probable yield. According to reports that have been received from various points in the wheat-growing region, the total yield this year will not exceed 12,000,000 bushels, as compared with a yield of 16,000,000 bushels last year and a maximum production of approximately 26,000,000 bushels as the best record made in the State a few years ago. The grain, however, is of unusually good quality. So far there has been no complaint of labor shortage in harvesting the crop. The different communities provided against this possible difficulty by arranging for an ample supply of harvest hands before the harvesting began. In North Texas the wheat crop is unusually good, but in the Panhandle region, where growing the grain had expanded wonderfully during the last few years, many thousands of acres which had been planted to wheat were plowed under this spring, following a prolonged drouth, and are being devoted to the production of milo maize and other sorghum grains.

Scattered showers throughout the State during the last 10 days have been of great benefit to the cotton crop. The condition of the plants at this time is better than for several years, it is claimed. In South Texas squares are being put on freely and there is every prospect of an unusually abundant yield. The fields are exceptionally clean of grass and weeds, and, while there was some replanting necessary, the new stands are up and doing fine. There has been no appearance in any locality in the State of insect pests in damaging num-

bers. A careful watch is being kept throughout the State for the possible appearance of the pink bollworm which invaded Texas and Mexico in very limited numbers last year. In the zones where these insects were found no cotton is permitted to grow this season, and it is expected that this precaution will prevent the spread of the pest.

The absence of rain in Central Texas at the time when corn was in a critical stage has greatly reduced the prospects of a big corn yield in that part of the State. In North Texas, however, the crop is in splendid condition and the yield there will probably overcome the poor prospects in Central Texas. In fact, Texas corn is practically made and the yield will be much better than in ordinary years.

**Mississippi Business Men in Vigorous War Savings Campaign.**

Jackson, Miss., June 8.—[Special].—Leading business and professional men of Mississippi are giving their entire time to putting the State over in the War Savings campaign now under way in this State. It is expected that the State's full quota, \$40,000,000, will be raised June 28, set apart as National Thrift Day.

At State headquarters, in this city, it is customary for the entire office force to work 14 to 18 hours a day without a word of complaint and with the feeling of utmost confidence that the State will do its bit in this drive, as it has in every other patriotic movement this year.

The Mississippi Travelers' Association expects to dispose of at least \$3,000,000 worth of stamps between June 24 and 28, when every member of the organization will take the road with war securities as his samples.

Practically every industry in the State is represented upon the State staff. Felix Gunter of Jackson, a banker, is director, while such men as Frank Wisner, one of the heads of the great Eastman-Gardner Lumber Co. of Laurel; A. P. Steele, general sales manager of the Carrier Lumber Co. of Laurel; W. T. Voorhies, special State agent for the Cumberland Telegraph and Telephone Co., and E. W. Gibbens, district manager of the same company, are giving their entire time to the work.

Other big business men who have dropped their personal interests for the present are Murray Ormond, head of the sales force of Marks-Rothenberg of Meridian, who is directing the travelers; J. C. Wilson, Mississippi agent for the Huttig Sash and Door Co. of St. Louis; R. M. Carrier, lumberman of Sardis; W. T. Pate of Jackson, of the B. F. Johnson Publishing Co.; Ben H. Holder, former president of the Mississippi Travelers; Charles Bennett of Yazoo City, with the American Steel and Wire Co.; H. T. Ladd, with the Rice-Stix Dry Goods Co. of St. Louis, and J. E. Noble of Jackson, secretary of the Mississippi Travelers.

Pledges will be asked from the heads of all families in the State on June 28 for the purchase of a certain amount of War Savings Stamps between that date and January 1, 1919, and it is considered certain that at least the \$40,000,000 sought will be subscribed, as the State's patriotism is at a high pitch just now, after the successful close of Liberty Loan and Red Cross drives.

**A Fine Commemorative Book.**

"One Hundred Years of Service." Under this title and in the form of a handsomely printed and finely illustrated book is told the history of the Savings Bank of Baltimore, the oldest institution of its kind in the city, and whose resources now total more than \$38,000,000. It was on New-Year's Day in 1818 that several Baltimoreans who were leaders in the religious, educational and mercantile life of the town met and considered the question of establishing a savings bank, and the result of this preliminary step, which was, of course, followed by others of a preparatory nature, resulted in the opening of this bank on March 16, 1818, and it has steadily grown in importance and size. In the narration of the bank's story interesting dips are made into the past and the allusions to people and events of bygone days are accompanied by most interesting illustrations. Among the pictures are those of the present officers: Wm. H. Conkling, chairman of the board; Charles C. Homer, Jr., president; S. Sterett McKim, vice-president, and Frederick A. Hoffman, treasurer. The bank building, a splendid edifice of marble built in the classic Greek style, stands at the southeast corner of Baltimore and Charles streets, one of the structural ornaments of the city.

## An Inspiring Illustration of Co-operation Between the City and the Country

HOW NEW ORLEANS SAVED THE DAY FOR FARMERS AND CONSUMERS  
ALIKE.

[Special Correspondence Manufacturers Record.]

New Orleans, La., June 8.

Thousands of bushels of foodstuff are being saved, hundreds of farmers rescued from ruin, cheaper prices secured for the consumer, groundwork for closer co-operation between city and country laid and foreign markets developed for Louisiana produce as a result of the recent decision of New Orleans retail grocers to sell the Irish potato crop of the State at cost.

Louisiana's potato crop is estimated at 5,000,000 bushels—twice as much as the greatest previous crop. It came on the market before the Western potatoes were out of the way—they were a glut in themselves—and as a result the farmers were offered less than the cost of seed. During the first week in May, potatoes were wholesaling in New Orleans for 80 cents a 100-pound sack, which gave the farmer only 30 cents after the freight, 25 cents, and the sack, 25 cents, was taken out.

The consumer, however, was being charged at the rate of \$5 per 100 pounds. Consumption had dropped off tremendously. The people could not afford to eat jewelry.

Then H. S. Armstrong, commissioner of the department of agriculture of New Orleans, went before the Retail Grocers' Association at their regular meeting in mid-May and made a patriotic appeal to them to cut the price to the consumer and raise it to the farmer. Farmers had planted a tremendous acreage of potatoes in response to the food administrator's appeal, he said, and now their crop was going to ruin. Better relations would be established between producer and retailer and retailer and consumer if the grocer was willing to give up all profit on this one staple and deliver potatoes at \$1.25 per 100 pounds. Small quantities would not be sold. This would mean 75 cents net to the farmer. All potatoes would be ordered through the city department of agriculture.

The grocers complied readily, and most of them threw themselves earnestly into the work. The press took it up. Cooking demonstrations were given, showing the hundred-odd ways in which potatoes could be used, as soup, salad, vegetable, dessert, even ice cream. By the carload and boatload, potatoes began to roll into New Orleans. Mayor Behrman loaned Mr. Armstrong 10 municipal trucks to help in the deliveries. Jobbers and wholesalers, who had laid in a stock at 60 cents, tried to break the movement by underselling, but the grocers played the game loyally and the press appealed to the people to buy at the standardized price and through the department of agriculture. Presently wholesale and jobbing establishments began to join the movement.

Special attention was paid to quality. Government experts saw that only A1 potatoes were packed, and Mr. Armstrong announced that he would reject everything but the best. Where there was so much to choose from, he maintained, the people must be given the advantage of the finest.

By the end of May, 31,000 sacks of Louisiana potatoes had been sold through the city department of agriculture. They brought a total of \$37,200, of which \$18,900 was net to the farmer, after paying for sacks and freight to New Orleans.

These potatoes were not all placed locally. Mr. Armstrong sold 3000 sacks to a Havana firm—the first Louisiana potatoes ever to be sent to Cuba. He has already sold 2000 sacks to the Panama Railway Co., Panama, and has prospects of a 1000-bag order a week. Then, too, he has placed some large orders in Southern cantonnments.

All of this has stiffened the potato market. Foreign buyers who were bidding 60 cents a few weeks ago are offering \$1, and even more, f. o. b. loading point, which means 75 cents net to the farmer. Forty carloads were sold at this rate by Lockport during the last week in June in one order. More than once potatoes ordered by Mr. Armstrong have been bought under him at a

higher price. A local jobbing firm recently bought 650 sacks from him at \$1.25 and sold them at a profit to a Northern firm.

And so it goes. Mr. Armstrong is still keeping up the work, the grocers are working as hard as ever and new recruits are coming to their ranks almost daily. One large manufacturing firm recently bought over 200 sacks of potatoes through him and distributed them gratis to its employees. An effort will be made to induce other firms to take a similar step.

Governor Pleasant has appealed to all Louisiana cities to follow the example of New Orleans, and has sent a telegram to Washington seeking to interest the Food Administration in a national campaign along similar lines.

Seventy-five cents per 100 pounds (nearly a bushel and a half) is not big money, but it is a slight profit over the cost of production. Many farmers have declared that they have been saved from ruin; all say this is the first real evidence of co-operation between city and country they have yet seen.

When city men offer to help farmers they usually tell them how to farm and tell what diversification is, whereas the farmer needs the encouragement of a profitable market. Increased production is expected as a result of the present better understanding—the grown-in-Louisiana produce is to be favored above all—and the city department of agriculture announces that it will see to it that produce flows from farmer to consumer at a fair price all around.

### Texas Plan to Cut Out Middlemen's Profits.

Temple, Tex., June 8—[Special].—To do away with the present heavy cost of distributing food products in Texas there has just been organized the Industrial Transportation Co., with authorized capital of \$20,000,000, having headquarters in Temple. Distributing depots will be established in all of the principal cities of Texas and throughout the country.

It is stated by L. H. Edwards, president, that the company's plan of operation has the endorsement of the United States Department of Agriculture and the Federal Food Administration, and that it has been licensed to do business by both of these branches of the Government. The company proposes to buy food products direct from farmers and sell to consumers, cutting out middlemen, the company's profit not to exceed 10 per cent. net.

Under Mr. Edwards' plan it is contemplated that produce to the fullest extent possible will be consumed in the zones where it is grown. Care will be taken not to glut any of the markets. Special efforts will be made to dispose of the products quickly, thereby eliminating shrinkage and waste.

### Armour Representative Joins Florida Stock-Raising Enterprise.

Jacksonville, Fla., June 2—[Special].—H. B. Minium has resigned as State superintendent of Armour & Co. and has become identified with the Southern Cattle Feeding Co. and Walkill Stock Farms Co. of Green Cove Springs, Florida. He has been succeeded as State superintendent of the Armour meat interest in this State by V. P. Adams of New York city.

Mr. Minium's decision to associate himself with the Florida enterprise follows as a logical sequence to the efforts on his part which were so largely responsible for Armour & Co. erecting in Jacksonville a large modern meat-packing plant, and its subsequent increased capacity, which has assured a home market for the livestock raised in the Southeast.

The Southern Cattle Feeding Co. and Walkill Stock Farms Co. is one of the largest enterprises of its kind in the South, and is headed by Col. R. L. Dollings, whose belief that Florida could produce as good beef as Texas or any other State is now being rapidly realized.

### Decreased Output of Eastern Kentucky Coal Fields, in Face of Extensive Development Work.

Whitesburg, Ky., June 10—[Special].—Although mining work goes steadily on in every section of Eastern Kentucky's coal fields, there has been a slight decrease in the output of the territory comprising the main Elkhorn field within the past 60 days, due to labor conditions incident to the war, farm work and other logical causes.

Ordinarily there would have been a big increase in the product of the mines of the new Kentucky territory, as a large number of new operators have come into the field and started shipments. Indications last winter were that the output of the Elkhorn field would be easily doubled up with the hundreds of new companies coming into the territory this year, but there has been a falling off by old companies and the development work of the new corporations has been handicapped by shortage of labor, and it will be several months before many of them will start shipments, and even then on a small scale.

The Hazard field, covering the whole of Perry county, produced about 275,000 tons during the month of May, or 10,000 tons a day of 26 days the month. The output of the Hazard district will be increased, it is believed, as the Lott's Creek territory is to be opened up within the present month. It is safe to say that June will show a reasonable increase over May. There was a slight car shortage during several days of May. This trouble has been remedied.

The output of Letcher county, covering the main Elkhorn field, and the big plants of the Consolidation Coal Co., around Jenkins, Dunham and McRoberts, totaled nearly 300,000 tons the month of May, which was a falling off of about 10 per cent. A large number of new companies started shipments in Letcher county, especially along the Louisville & Nashville Railroad and the Kentucky River headwaters. These increased the output to a marked extent. The railroads have seemingly done everything possible to furnish ample cars to all the operating companies, although there are some complaints. A few of the companies were only able to operate their mines five days the week. There is now quite an improvement in the car situation.

The opening of new territory on Beaver Creek, around Keokburg, Martin and Devale, on the Baltimore & Ohio Railroad, and the pooling of the product of the Big Sandy territory at Russell, Ky., has resulted in a marked improvement in the showing of that section.

Floyd county shows approximately 25,000 tons mined during May. Floyd county is expected to increase its tonnage. So far the month of June shows a noticeable increase. Dozens of new companies are getting in readiness to begin shipping coal from the Beaver Creek territory. The detached branch of the Baltimore & Ohio will be a heavy carrier, one of the heaviest in the Big Sandy Valley.

Pike county, the largest in the State, with its coal fields only partially developed, decreased about 8 per cent. during May, the output of the county totaling 280,000 tons. Quite a few new companies started shipments in Pike county within the month, especially along the Shelby Creek branch of the Baltimore & Ohio road. A slight decrease was made in the plants of the Consolidation Coal Co.

Another inviting new field has been opened in the vicinity of "the Breaks" of the Big Sandy. In that section several new companies started development work some days ago, the largest being the Kentucky Ridge Coal Co., which will expend \$500,000 in developing. The Kentucky-Elkhorn By-Product Coal Co. is another big corporation organized by H. L. Cox and others for developments in the vicinity of Shelby Station, on the Baltimore & Ohio. The Pond Creek section of Pike county is also a new territory being opened by a number of corporations, into which a 10-mile branch line of the Norfolk & Western has been built out from Williamson.

Harlan county led other Kentucky counties in coal production in May, with approximately 350,000 tons, coming from over 100 operating companies along the Cumberland River and tributaries. In Harlan there are some large companies, among them being the United States Coal & Coke Co., opening an unusually large development, 20,000 acres, at Lynch, on the Harlan-Letcher border; the Kentenia Corporation, near Harlan, and the Wisconsin Steel Co. at Benham, the latter company having a modern coke manufacturing plant.



## Wake Up, America!

NEGLECT OF THE HIGHWAYS IS DELAYING THE WAR PROGRAM—CONNECTICUT'S ROADS SHOULD BE A MODEL FOR OTHER STATES.

By R. H. JOHNSTON.

Wake up, America!

If bands of armed men in the employ of Germany were roving the main highways of the country, and were holding up for hours at a time motor trucks loaded with war supplies and food supplies, would there not be a furore! The President would send a special message to Congress; Congress would immediately enact some emergency legislation and the entire resources of the country would be pledged to a suppression of such outrages. What are the facts? Trucks loaded with food and munitions, in transit between our principal cities, are being held up every day for hours at a time and are being seriously damaged. These hold-ups, however, are not due to the forces of General Hindenburg, but are caused by General Neglect. Although the disastrous results to the war program are the same, no one in high authority seems at all concerned and each day conditions grow worse and hold-ups increase in number and in duration.

For example, the main highway between Baltimore and Philadelphia, running through our most important shipbuilding and munition-making section, is in disgraceful condition, particularly that portion of the highway which lies within the State of Delaware. The Maryland portion of the highway is in fairly good condition, but few motor trucks can make the trip between Baltimore and Philadelphia without being held up somewhere in the State of Delaware, either by being mired or by breaking some part. I have recently made two trips over this road, and each time I have seen 20 or 30 trucks broken down or stuck in the mud on the 30-mile stretch running north and south through the State of Delaware. In general, the roads through the State of Delaware are of two general classes—first, roads which become so soft every time it rains that motor trucks sink in to their axles, and secondly, old macadam roads which are so rough and so full of holes that no vehicle can pass over them without receiving a terrific shaking up. The most discouraging phase of the situation is that only in one or two very limited sections are there any signs of any intention to repair the roads.

Let me give a typical illustration of the way these disgraceful road conditions affect our war preparations. On one of our recent trips we saw a five-ton truck which had become hopelessly mired at one side of the road. This truck had turned toward the side of the road to allow another truck to go by and the side of the road caved in, allowing the truck to slip into the ditch at the side of the road. This truck was loaded with cylinders of acetylene gas for welding purposes, which had been sent from a plant in Maryland on a "hurry call" to a shipbuilding plant near Philadelphia. When we saw the truck it had been there for 18 hours. There is no doubt that, in the meantime, important operations in the shipyard were being held up owing to the non-receipt of the acetylene tanks. The accompanying photograph tells the story.

When this accident happened it had not rained for nearly a week. Imagine what the conditions are after a heavy rainfall!

A few days ago I read that "motor trucks were racing from Baltimore," carrying to New York some refrigerating machinery to replace machinery which had been destroyed by fire in a great cold-storage plant which was filled with perishable food for our army. I am very certain that the machinery did not reach New York at the time it was expected, and quite probably not until all the food in the warehouse had spoiled.

It was bad enough in times of peace that the main highways connecting our principal seaboard cities should have been in poor condition. To put the case mildly, it is certainly "giving aid and comfort to the enemy" that, in time of war, one of our most important inter-city highways should be allowed to become almost impassable for motor trucks. What are our public authorities doing to remedy these conditions? Almost the only official announcement I have seen in reference to our highways was the order issued last fall placing road-building materials and road-building machinery in the non-essential class with pianos and talking machines. The words "highway improvement" are seldom heard in Congress or in executive circles in Washington.

While the State of Delaware probably has the worst highway system in the country, judged from the point of view of the importance of good roads as a part of the war program, this State is by no means the only offender. That part of the Lincoln Highway which goes through the State of New Jersey is, in many sections, in a wretched condition and is rapidly growing worse. In previous articles I have pointed out how the State of Pennsylvania has neglected its road system between Beaver Falls and the Ohio State line, and I have also pointed out how New York State has never thought it worth while to build a good road from Buffalo to the Pennsylvania State line.

The excuses for the condition of the highways given in each locality where the roads are in bad conditions is that "motor trucks are breaking down the roads." The various highway departments seem to regard this as the last word on the subject except that, in New York State, the Highway Commission had the happy idea of meeting the situation by attempting to bar heavy trucks from the public highways. This latter legislative proposal almost became a law, and undoubtedly would have done so had it not been for the vigilance of the several dealers' and motor-truck organizations.

To say that the roads are bad because motor trucks have been passing over them is simply a confession that the roads are not properly built and maintained. It is perfectly possible to build roads which will stand up under the heaviest motor-truck traffic, as the State of Connecticut has amply proved. In fact, no words of praise can overstate the fine work which Connecticut

has done in building and maintaining its main highways. For example, there is not even a "bump" on the road between Bridgeport and the New York State line near Portchester, and there are few roads in the country which have heavier traffic than this road. This stretch of road between Bridgeport and Portchester is happily not an exception, but is quite typical of all the main highways of the State. For example, starting at Winsted, in the northwest corner of the State, there is a fine highway down through the Naugatuck Valley, passing through Torrington, Thomaston, Waterbury, Naugatuck, Ansonia and Derby, and right down to Bridgeport. In all these towns there are important munition plants, and almost every plant has a fleet of motor trucks making daily trips down the Naugatuck Valley and thence to New York. There is also a perfect road from Hartford to New Haven. Finally, Connecticut is to be especially commended in that it has carried its fine roads right to the State line instead of stopping the work at the last important town within the State, as is the unfortunate method in Pennsylvania, Ohio and New York State.

The shore road through Connecticut, which starts at the New York State line, is improved and is kept in condition every foot of the way to the Rhode Island State line, despite the fact that there is no important town on this highway east of New London. Similarly, the State has improved the road running north from Hartford right up to the Massachusetts State line. In fact, Connecticut has had the vision of the State being a part of the nation and has carried on its road development with due regard to the traffic to and from other States. As a result of this fine development in the State of Connecticut, every manufacturing plant in the State is served by the highway. The motor trucks which run from Connecticut plants to New York city can be run on a definite schedule, and the manufacturer can dispatch his goods in his motor truck without worrying whether or not his truck will be mired or jolted to pieces before it gets to its destination.

Connecticut has furnished the example. It has shown that roads can be built which will stand the heaviest motor-truck traffic. More than that, it has adopted the policy of removing snow from its highways in the winter, so that it gets the use of them for 12 months of the year.

Let no more be said about motor trucks "breaking down the roads." Let this excuse no longer be offered in explanation of disgraceful road conditions. Nor should the State, in my judgment, wait for the Federal Government to come and fix their roads. Local initiative and local responsibility should not be supplanted by centralized national inertia. If the several States, such as Delaware, containing great munition and shipbuilding plants, cannot be made to see the economic gains which accrue through having highways of the Connecticut standard, probably the officials of these States can be influenced by the patriotic argument that to neglect the roads and to let them fall into state of disrepair is exactly the equivalent of giving aid to Germany. The part which the National Government should play in the road-building program is to immediately class road building as a preferred industry to be especially favored in every way and to be classed in national importance with shipbuilding and railroad maintenance,



TYPICAL SCENE ON THE MAIN HIGHWAY BETWEEN BALTIMORE AND PHILADELPHIA.

Showing truck, carrying acetylene tanks for Government shipyards, stuck in the mud.



TYPICAL SCENE ON A CONNECTICUT HIGHWAY.

Showing motor truck, running on a regular daily schedule, carrying goods to New York.

particularly during the continuance of this "war based on transportation."

Coming back to the picture which is impressed on my mind of the truck sunk in up to the axles on the main highway between Baltimore and Philadelphia, I am inclined to revise the old adage so that it will read:

"For want of a road, the truck was lost;  
For want of a truck, the acetylene was lost;  
For want of the acetylene, the shipbuilding schedule was lost;  
For want of the ships," etc., etc.

Again I say, referring to the part which our highways should play in the prosecution of the war, "Wake up, America!"

### Notes by the Way in Eastern Carolina.

Raleigh, N. C., June 6—[Special].—The crops in the "black lands" in Beaufort county never made so fine an appearance, and are in wide variety, including vetch, rye, oats, corn, soy beans, Irish and sweet potatoes, alfalfa and beets, as well as cotton and some tobacco. The "stuck corn" is very thrifty in the freshly-cleared land.

Men from the Middle West are coming into the "black lands," and one is raising cattle on an extensive scale. A number of people are going to that region to look at the crops. The whole scheme has now passed the experimental stage, and Mr. Wilkinson and Mr. J. M. Barr, promoters of this big scheme, are much pleased with what is going on. Both have handsome homes in the heart of the "black lands." In this area caterpillar tractors are being used, which have no trouble in getting across the ditches, for all that region has to be drained.

At Belhaven there is one of the largest box plants in the South, and this mainly depends upon the railways to transport its vast product. It is another evidence of the lack of shipping and use of North Carolina's waterways.

At Wilmington the writer visited one of the two meat-packing plants, this one having a capacity of 500 hogs and as many sheep daily, and a fourth as many cattle. The newer plant, about three miles from the city, has double the capacity of this one, and both are in operation, with a strong demand for their products.

A visit was also made to the new shipyards. One, the "Carolina," in the city suburbs, where concrete boats will be built; the other, named the "Liberty yard," where steel vessels will be constructed and where 10 ways are being built. It is the purpose to lay the first keel in August and to launch the first vessel at the Liberty yard by Christmas.

The site of the Liberty yard is a place which President Wilson in his boyhood, attending the Wilmington schools, used often to visit with his playmates.

In two weeks 50 acres have been cleared by the 200 men already employed. The L. C. Gunter Construction Co. has the contract for the construction of the Liberty yard.

State convicts are building a concrete highway to this yard from Sunset Park, on the western border of the city, and the street railway has been extended into the yard and is being double-tracked. The plans are for a force of 1000 men at this yard when the shipbuilding work begins.

At the concrete shipyard the clearing and grading have been practically completed.

At the Cushing & Craner shipyard, also at Wilmington, a fine four-masted schooner, of wood, will be launched June 10. It is of 1600 tons, and the masts are of Oregon pine, 96 feet long, the other timber being from the vicinity. Across the river, on the Brunswick county side, where two schooners, the Happaugue and the Cammade, were launched recently, another schooner is on the ways.

On account of the new shipbuilding work, Wilmington is preparing to house at least 2000 new people.

Four years ago the products of Durham's factories amounted to \$27,000,000 annually, but this year they approximate \$100,000,000. A report of great increase in the output of the tobacco industries of Winston-Salem shows that during the current fiscal year the revenue tax on these products will approximate \$25,000,000, an increase of \$5,000,000 over last year and an increase 40 fold in the past 30 years. It is interesting to know that in Durham and Winston-Salem

are five men whose war taxes on corporations and individual incomes this year will amount to \$1000 a day each. The richest man in the State, however, does not live in a town, but in a small cotton-mill center, and his war income tax will be something like \$1200 a day. This man shows his patriotism by saying that if necessary he will cheerfully give every dollar of his income to win the war.

The home demonstration agents in North Carolina are here attending a special course of 28 days at the summer school at the State College of Agriculture for the special study of home food conservation. The cotton mills which last year employed home demonstration agents to teach their employes canning and general food conservation are now applying in great numbers to Mrs. Jane McKimmon, who is at the head of that work in this State, for experts. Some of the mills have employed experts all the year round. One in Forsyth county last season installed a steam pressure cannery and an expert supervised the putting up of 10,000 gallon cans and 4000 quart cans of fruit and vegetable. Some of the most important mills in the State are going largely into this great movement, and the fact that so many are making it an all the year matter gives special pleasure to Mrs. McKimmon. It is a significant fact that many of the women thus working for the mills got their instruction in developing canning and conservation as members of girls' canning clubs.

The writer also took a look at the admirably kept State test farm in Duplin county, between Goldsboro and Wilmington, on the Atlantic Coast Line. This is one of the seven test farms which are maintained by the State Board of Agriculture, each in a special section and each with a distinct type of soil and conditions. At this farm tests of the skuppernong grape are in progress under the auspices of the United States Agricultural Department as well as of the State. By means of cross fertilization at this farm and at the experiment farm at Raleigh, special efforts are being made to breed a variety of this splendid grape which will be in bunches, with stronger stems and with fewer seeds. Much success has already been obtained.

The authorities give notice that the greatest pains are to be taken to stamp out the making of what is known as "monkey rum" from molasses in a small group of eastern counties, Martin and Craven among them. Three men have been convicted of murder in the second degree who were engaged in this business, and have just been placed in the State prison for long terms, 20 to 30 years. In some counties the sheriffs have been and yet are shameless in their failure to aid the United States and the State in fighting "moonshining," which is now a triple crime, and they are officially notified that this is an important part of their duty.

It is plainly stated that the crops in North Carolina in at least half of the State cannot be properly and promptly harvested unless aid is given by the people of cities and towns. The national vagrancy order, effective July 1, will have a tremendous effect if strictly enforced. There are thousand of idlers of working age, white and black. Two great labor weaknesses are that many people work two or three days in a week, and not a few negroes, who get \$3 a day in some employments, are idle four days in the week. The other element of weakness is the vast loss of efficiency and time due to the flocking of people, white and black, from the country to the towns and cities for the whole day Saturday. This condition prevails in many parts of the South, and eastern and middle North Carolina are literally cursed by it. The Government can easily see that six days' labor is done by everybody and end the two days in the week loafing and the waste of Saturdays at one stroke.

The number of automobiles in North Carolina has risen quite steadily, and now approximates 85,000. Most owners of machines declare that they are not pleasure vehicles and extremely few are to be found who admit the latter use.

The once important rice fields, some of great extent, lying along the Cape Fear River between Wilmington and the sea have not been in cultivation in several years. Up to about 1875 these plantations were famous for the high quality of their rice, and they included "Orton," "Lilliput" and other estates. It is the comment that some way ought to be devised to bring these lands into cultivation.

Last year, in an exclusive story in the MANUFACTURERS RECORD, the writer told of the manufacture of commercial potash at Raleigh from alunite, or feldspar,

brought from a mine in Utah which is controlled by the Caraleigh Fertilizer Co. of Raleigh. It is gratifying to know that success attends this new venture and that production has now reached a handsome figure.

The first "farmerettes" in the State are now at work at the State Normal College at Greensboro. This is the largest college for women in North Carolina, and was founded by the late Dr. Charles D. McIver, its present head being Prof. J. I. Foust. The farmerettes work from 6 A. M. to 11 and from 3 to 7 P. M., and they get 10 cents an hour and their board and quarters. President Foust is immensely proud of them. For many years the work at the State Agricultural College at Raleigh, in all departments of the farm, dairy, cheese factory and other branches, has been done by the students, who are also paid and who are furnished with quarters and board. At the East Carolina Teachers' Training School at Greenville, which is also a State institution for girls, the young women had over 200 gardens, and these will provide all the vegetables for the summer school which now begins and takes up the work, so that the gardening at both these colleges for girls is of the all-the-year-round kind.

There are some singular coincidents in connection with the shipyards at Wilmington. Last Sunday afternoon, while there, the writer secured a photograph of the schooner Happaugue, of 2500 tons, which was launched at the Naull shipyard last autumn. The photograph shows this schooner, the largest ever launched in this State, in the river and completely equipped, ready to take on a load at a wharf. That very Sunday afternoon the Happaugue was torpedoed by a German submarine off the New Jersey coast.

News from Wilmington is that as soon as the schooner now under construction at the Cowan yard there is launched next week three more keels of schooners will be laid at the same time in that yard.

The American Tobacco Co. is arranging to establish at Raleigh a large tobacco stemmery, to employ negro labor, of which a good supply locally is assured. There are four tobacco markets in this county, at Wendell, Zebulon, Fuquay Springs and Apex. The latter has for several years led all North Carolina markets in high prices of leaf.

Arrangements are being made for a great extension of trackage in the railway yards here for consolidated use by the Seaboard Air Line and the Norfolk Southern, the freight business of which has been combined. Both these roads have shops here very near each other, and there will be much combination in this work also. The yard trackage at Raleigh has been quadrupled during the past two years, the Southern having put down about a third. The Atlantic Coast Line is approaching Raleigh, and its present rail head is in this county, about 17 miles away. FRED A. OLDS.

### Great Increase in Wealth of New Orleans.

New Orleans, La., June 7—[Special].—That the wealth of New Orleans is increasing is shown by bank clearings and income tax returns. Though J. Y. Fauntleroy, internal revenue officer here, refuses to give exact figures, he is authority for the statement that more individuals and firms filed returns this year than last, and for more. Even where the war excess profits taxes are paid, he adds, there will be as much profit left to the large corporations as under normal conditions.

Bank clearings of New Orleans for May showed an increase of 42 per cent. over May of last year. The total for the month was \$222,030,033.98, as against \$155,743,633.53 for May, 1917. Clearings for the first five months of 1918 are now 54 per cent. ahead of the same period last year, the total being \$1,127,662,059.65, as compared with \$733,326,519.57 for the same period last year.

### Concrete Institute Meets at Atlantic City.

The postponed annual convention of the American Concrete Institute will be held at Atlantic City June 27 to 29. The original date for the meeting was February at Chicago. At that time traffic conditions made a postponement advisable. The annual meeting of the American Society for Testing Materials will also be held at Atlantic City June 25 to 28. A joint meeting has been arranged, therefore, of the Society and the Institute, which joint session will be held at the Hotel Traymore Thursday, June 27.

Features of the convention will include a session on concrete houses and a session on concrete ships and barges.



## GREAT SHIPBUILDING ACTIVITY IN NEW ORLEANS DISTRICT.

With Industry Barely One Year Old, Payroll of \$16,000,000 a Year Is Now Manifest.

New Orleans, La., June 6—[Special.]—Sixteen million dollars will be paid to labor in the shipyards of New Orleans and vicinity within the next year. This estimate is conservative and does not include allied development, such as digging the industrial canal, building the warehouses and terminals of the army, etc.

Barely a year old, shipbuilding in the modern sense here is still in swaddling clothes. And already the economic change has begun to make itself felt; the demand for skilled labor is giving bright men who would otherwise have never received the chance an opportunity to learn shipbuilding trades, and the high wages are reflected in the bank clearings of May, which were 42 per cent. greater than during the same month last year.

Doullut & Williams, a New Orleans firm, has just received a Government contract to build eight steel ships of 9600-ton capacity that will cost \$15,000,000, of which \$7,000,000 will go to labor, it is estimated by Captain Doullut. Three thousand men will be employed. Work has begun on the yard, which will be at the Lake Pontchartrain end of the industrial canal. There will be four ways, two on each side of a launching basin 900x100 feet; a fitting-out slip, with machine shops, powerhouse, etc. These ships will be fabricated, the Virginia Bridge Co. furnishing the plate. The first launching is expected in October, and, beginning in January, there will be a launching a month. The yard is to be permanent.

At the other end of the industrial canal, near where the river locks will be located, work on the yard of the Foundation Company of New York is well under way. Nine non-sinkable ships of 4200 tons each are to be built there for the French Government. The plant alone, it is estimated, will cost \$1,250,000, of which \$500,000 will be for machinery and the rest for construction. The total labor bill here will easily match the \$7,000,000 pay envelope of Doullut & Williams.

Down at Violet, just 12 miles from the postoffice, the second steel ship to be built there within the year will shortly be launched. These are small vessels in the modern sense—only 2300 tons—but the labor bill of each is \$90,000. Two more ships of the same size will be finished before the year is out—\$180,000 more to labor—and then other contracts can be taken up.

The Johnson Iron Works here has for the past year been working 450 men on ship repairing; their payroll is \$10,000 a week. Now the company is doubling its facilities to handle the increasing port business, and it is planning a new shipyard to build six 100-foot tugs for the Government and to install the machinery in 10 wooden ships. The tugs must be delivered by January and the wooden hulls will begin to arrive in July. In addition, the Johnson Iron Works is planning to bid on some more tugboats and barges for the Government. The year's payroll of this concern will be somewhere between \$500,000 and \$1,000,000.

At Madisonville, almost a suburb of New Orleans, 30 miles away, Commodore Jahneke is building 12 5000-ton steel ships and six 3500-ton wood ships. He is also building a 10,000-ton steel drydock in New Orleans. The first ship will be launched within the next few weeks. For the past year the Jahneke payroll has been \$20,000 a week—1200 men—but before September the force is to be increased to 1800. There will be nearly a million and a half in wages here for next year.

At Madisonville also the Gulf Shipbuilding Co. is working on a 500-ton river towboat and a 900-ton schooner.

At Slidell, which may also be considered an economic part of New Orleans, five wooden ships have been built within the last 18 months, and more are on the ways now. The payroll is several thousand dollars a week.

And other shipbuilders have their eye on New Orleans. The Concrete Engineering Co. of Chicago has applied for a site on the industrial canal and proposes to build concrete vessels, and the Decatur Bridge Co. is also dickering for a location.

### Bethlehem Steel Shipyard Additions.

Details have been determined and construction has begun in connection with the \$2,000,000 additions, recently under consideration, for the Sparrows Point (Md.) shipyard of the Bethlehem Steel Corporation. The new drydock of pontoon type will be capable of raising a 20,000-ton vessel. It is to be in 12 sections, eight of which have been assembled, each section being 110x44 feet and so planned as to be used in any number to accommodate large or small ships. This dock is being placed between two concrete piers, each 1200 feet long.

Another addition to facilities will be three concrete slips, and contractors are preparing for their construction. Ships of 15,000 tons will be given accommodations by these slips, which will be completed by early fall, providing 10 slips in all at the Sparrows Point plant. For this work the contractors are erecting barracks and a restaurant for 2000 men.

Preparations are being made to launch another large vessel, and the Mangore, 475 feet long and of 6000 tons capacity, recently launched, will be ready for the Government officials within the week.

### Quick Work in Southern Shipyard.

Savannah, Ga., June 6—[Special.]—The Quinnesec, first of twenty composite ships to be built at the new plant of the Terry Shipbuilding Co. here, was launched tonight. The vessel is of 3600 tons dead weight, 285 feet long, and has a 41-foot beam. She will be delivered in 30 days.

The Quinnesec was built in record time. After the way was vacated the keel of another ship was laid in one and three-quarter minutes, which feat brought a telegram of congratulation from Chairman Hurley.

The Terry company will launch the second composite ship on July 4.

### Shipbuilding at Beaumont.

Beaumont, Tex., June 3—[Special.]—During the last week of May two Government ships of 3500-ton capacity each were launched here, making three Government ships completed in a month.

The first, the Oneco, was launched by the Beaumont Shipbuilding & Dry Dock Co. May 11; the second, the Swampscott, May 30, and the Lone Star, the first craft to be completed under Government contract by the Lone Star Shipbuilding Co., the following Saturday morning.

Work has begun on the Emergency Fleet Corporation's concentration camp here for shipbuilding material. Both lumber and machinery for the shipbuilding work in this district will be concentrated here. The principal other points to be served from Beaumont as a distributing point are Houston and Orange, Tex. With the completion of this plant, delays in delivery of material for ship construction is expected to cease. The work on the Lone Star here is said to have been delayed nearly two months in the beginning because of the company's inability to get the necessary material.

The output of the sawmills of East Texas and West Louisiana is seriously retarded just at this time by a scarcity of labor around the plants, a condition evidently brought about by the differential of the wage scales of the sawmills and the shipbuilding plants. It is expected that the large-capacity plants will begin cutting on Government orders almost entirely and leave the cutting of smaller building material to the smaller gauge mills. The U. S. Employment Service at Beaumont, the district covering six Southeast Texas counties, is making a strenuous effort to relieve the labor situation at the sawmills.

### St. Petersburg Shipbuilding Corporation.

Barges, schooners of medium size and tugs will be built by the St. Petersburg (Fla.) Shipbuilding Corporation, organized by R. L. West and associates, who were recently mentioned as planning a shipbuilding company. A capital of \$30,000 has been subscribed, and the company will erect its buildings in which to install woodworking machinery for marine work. The J. B. McCrary Co. of Atlanta is the engineer in charge.

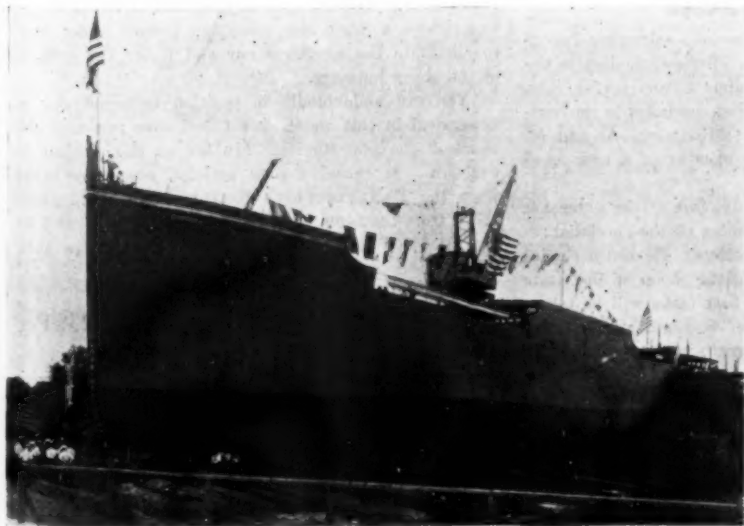
### Shipbuilding Notes.

An addition to plant will be built by the Lone Star Shipbuilding Co. of Beaumont, Tex., but no details have been announced.

The Gulf States Shipbuilding Co., B. S. Wathen, president, Dallas, Tex., contemplates establishing a steel shipyard at New Orleans.

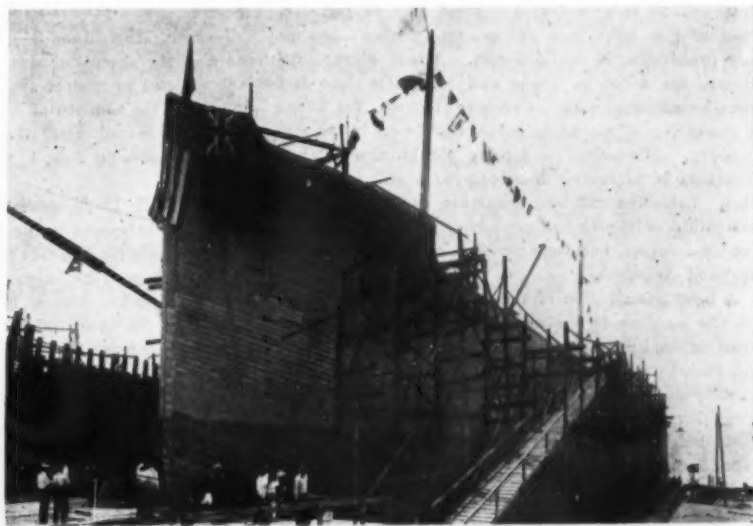
President Festus J. Wade of the Mercantile Trust Co., St. Louis, was on a committee appointed by the Chamber of Commerce for investigating the feasibility of building ships at St. Louis, and a report has been submitted. This statement explains the recently mentioned report that Mr. Wade and associates were planning the organization of a shipbuilding company.

## SOME RECENT LAUNCHINGS IN FLORIDA SHIPYARDS, TYPICAL OF SHIPBUILDING ACTIVITIES IN MANY SOUTHERN PORTS



COMPOSITE 3500-TON STEAMSHIP RED CLOUD, LAUNCHED BY MERRILL-STEVENS COMPANY AT JACKSONVILLE, FLA., MAY 30.

One of four composite vessels now under construction by this company. Same company is also building five 6000-ton steel steamships and six of 9000 tons each.



NAMEOKI, 3500-TON WOODEN STEAMSHIP BUILT AT YARDS OF TAMPA DOCK COMPANY, TAMPA, FLA.

Above view, two hours before launching, May 8, 1918.

# Increased Use of Rice Recommended by Government

[Special Correspondence Manufacturers Record.]

Washington, D. C., June 10.

Possibilities of enormous extensions in the rice industry in the United States are involved in recent recommendations by Government departments for a greater use of rice in the American diet.

Restrictions in the full use of wheat flour in bread, to enable the shipment of larger quantities of wheat to the Allies, have already caused a turning to rice as one of the substitute ingredients.

The Food Administration has not indicated any particular preference in the resort to substitutes, but the Department of Agriculture recently urged a greater consumption of rice in this country wholly apart from the "fifty-fifty" program applying to bread. It points out that the average per capita consumption of six pounds of rice per year in this country is far below that of many European countries, where rice is not even produced.

The figures given by the Agricultural Department range from a per capita consumption of over 9 pounds in Norway and Sweden to more than 93 pounds in Germany. Yet this highest rate falls far below the record for Eastern countries, where rice is the most important article of diet, with the average annual consumption per inhabitant reaching 147 pounds in Japan and 158 pounds in China. That no detrimental effects would follow here if the per capita consumption were greatly increased is rendered sufficiently clear by careful analyses of the food value of rice, which show that every hundred pounds of cleaned rice contain 87.7 pounds of nutriment, while every hundred pounds of wheat contains 87.1 pounds of nutriment.

One of the agricultural marvels in this country in recent years has been the development of the rice industry. The 1917 yield, which was poor on account of unfavorable weather, amounted to 36,278,000 bushels, grown on 964,100 acres, while the crop for the previous year was 40,816,000 bushels from 869,000 acres. That steadily improved methods of production have been attained is indicated by the fact that the relatively poor yield of 1917 represented, nevertheless, an average yield per acre of 37.6 bushels, whereas the average yield per acre of the years 1911 to 1915, inclusive, was only 33.8 bushels.

Interesting figures of acreage and production for the last three years are shown in the following table:

State.	Acreage.			Bushels.		
	1917.	1916.	1915.	1917.	1916.	1915.
N. Carolina..	300	300	200	8,000	6,900	4,000
S. Carolina..	3,000	3,500	3,700	75,000	49,000	90,000
Georgia .....	900	800	900	27,000	16,000	26,000
Florida .....	800	700	500	21,000	18,000	12,000
Missouri .....	400	200	200	18,000	10,000	10,000
Alabama .....	400	300	300	12,000	8,000	8,000
Mississippi ..	2,100	1,900	1,800	63,000	53,000	45,000
Louisiana .....	590,000	443,300	401,000	18,250,000	20,392,000	13,714,000
Texas .....	230,000	235,000	260,000	6,210,000	10,575,000	7,930,000
Arkansas .....	146,200	125,000	100,000	5,994,000	6,312,000	4,840,000
California .....	80,000	58,000	34,000	5,990,000	3,422,000	2,268,000
Totals .....	964,100	869,000	802,600	36,278,000	40,861,000	28,947,000

It will be noticed that the great rate of increase, amounting to more than 100 per cent. both in acreage and production, is in California. Actual acreage decreases are noted in Texas and South Carolina last year, as compared with the acreage of 1915. Yet Texas is susceptible of almost unlimited extensions in the rice industry. Mississippi is forging slowly ahead, while Arkansas is advancing in acreage to a still larger extent. Louisiana not only continues to be the banner rice State of the Union, producing more than half of the total output, but some parishes raise more than the whole of Arkansas.

A brief examination of the prices of rice per bushel on the farm on December 1 of recent years discloses some unusual figures. In 1912 the price was 93.5 cents per bushel on December 1, or higher than in any subsequent year on that date until last year is reached. On December 1, 1917, the farm price reached \$1.894, as compared to a price of \$0.906 per bushel a year before, representing an increase of 112 per cent. This speaks well enough of the situation from the producer's standpoint. In the meantime, the consumer started off with a much wider margin between farm cost, but this has not continued. In 1915 the average retail price per pound was \$0.090; in 1916, \$0.091, and in 1917 it was \$0.114. The retail price for the week ended April 6 of

this year was \$0.118. It is evident from these comparisons that the producer has sufficient incentive to lead to greatly-increased acreage and production, while the consumer is apparently well protected against undue enhancements of the retail price.

One explanation of the sudden advance in farm prices is that in pre-war times the rice was bought from the farmers during depressed periods in the market, and was then held by the mills until a demand developed for the cleaned product. In other words, speculation was rife, and so continued until the Food Administration got well into the field. In November, 1917, the mills were licensed by the Food Administration. Since then the regulations have required that clean rice be sold on a basis of the cost of rough rice, not only by the miller, but by the wholesale grocer. The jobbers as well are restricted to fair profits on costs to them. It is obvious that the producer has been the beneficiary of the change and that he now has presented to him a situation calculated to stimulate production to the utmost. Another feature that had its effect in keeping prices low was the governing factor of the price of foreign rice, which was raised by very cheap labor and encountered but a small import duty. Since the war began freight rates have increased to such an extent that foreign rices are higher in this country than the domestic product. Freight rates are now about \$5 per 100 pounds.

The Allies are now receiving large quantities of rice from the United States. England alone has shipped 50,000 tons from New Orleans in February and March of the present year.

Those conversant with the prospects look for a 10 per cent. increase in the rice crop this year as compared to the normal. Frequent rains have augmented the water supply in the streams and in the ground to the point of insuring enough water for irrigation purposes. Texas and Louisiana farmers are averaging in the neighborhood of 40 bushels of rice to the acre. This, at a price of close to \$2 per bushel, means a lucrative business.

As already stated, the possibilities of extensions of the crop are greatest in Texas, where vast areas in the coastal regions are naturally adapted to its growth. An opportunity of unusual value is clearly opened to the South. It is the opinion of experts that there will be no cheap rice until long after the war. Hungry Europe, already accustomed to eating about five times the amount per capita that is consumed in the United States, will continue to call for its quota. And if the American appetite takes hold more generally on this palatable and nutritious product, as the Government officials have recommended, the demand for as much as the South can produce by immensely increased extensions will be rendered safe and permanent.

## Great Expansion of Livestock Industry Under Way in Mississippi.

Jackson, Miss., June 8.—[Special.]—Growing importance of the sheep industry in Mississippi, despite the lack of laws to protect the animals from roving curs, will cause the addition of a sheep specialist to the agricultural extension staff of the Mississippi A. and M. College, beginning July 1, the opening of a new fiscal year.

Prof. E. R. Lloyd, general director of the extension work, said in regard to the coming of the specialist:

"There is a big field for this man. He has a chance to do much good by improving the sheep of the State with good bucks. One of his first tasks will be to see to it that the sheep raisers of South Mississippi are furnished with good herd leaders."

It is in the southern part of the State that the revival of the once flourishing industry is looked for, as there are millions of acres of cut-over pine lands there ideal for grazing mutton-makers.

A beef cattle specialist will also be added to the corps of extension workers, as the beef cattle of the State have become of prime importance. Some of the finest herds of Herefords, Angus and Shorthorns in the United States are being built up in Mississippi.

The livestock industry generally is threatening to supplant cotton growing in importance. In fact, live-

stock raising, with its companion industry, dairying, is already the chief business of certain sections where cotton was once the principal and almost the only source of revenue.

The twenty-odd dairies of the State are all doing a thriving business, and more will be established during the year, as fine herds of Holsteins and Jerseys are being built up. Jersey breeders of the State recently organized to promote the interest of these cattle and to bring in good sires.

## Utilization of Cut-Over Pine Lands to Be Systematically Urged—Necessity for Controlling Sheep-Killing Curs.

New Orleans, La., June 5.—[Special.]—Plans for the greater utilization of the Gulf coast pine lands were launched here recently in the appointment of A. G. T. Moore of New Orleans as director of the cut-over land utilization bureau of the Southern Pine Association. Through the educational work and experimental development that will be the object of this new organization it is hoped to throw 100,000,000 acres of land into agricultural and livestock production.

With Mr. Moore's appointment comes the announcement that the Southern Pine Association will take over the McNeill Experiment Station, a 10,000-acre tract at McNeill, Miss., and operate it in conjunction with the United States Department of Agriculture's bureaus of animal industry, plant industry and soils.

This station, which is situated on typical cut-over pine lands, will be renamed the Coastal Plains Demonstration Farm. It will be principally dedicated to cattle raising and forage investigations. The State of Mississippi contributes the buildings and grounds, United States Department of Agriculture experts will have direct charge of operations and expenses will be paid by the Southern Pine Association.

In writing to Mr. Moore a letter of congratulation on his appointment, Mr. M. H. Brown of New Orleans urges the importance of controlling the sheep-killing dog as a necessary step to foster sheep-raising. Mr. Brown said:

"I have done considerable work to bring about control of the sheep-killing dog, especially in the State of Mississippi, and I am bringing the subject to your attention in connection with the known purposes of your organization to encourage stock growing on the cut-over lands."

"The failure of the State of Mississippi to pass the proposed dog law at the recent session of the Legislature may be attributed principally to lack of education, not on the part of the legislators so much as on the part of the general farming element of the State. The legislators keep their ear to the ground and do what the people back home want done. Now, the thing to do in this dog matter is to make the people back home realize the menace and instruct their law-makers to pass a dog law."

"In other words, we must arouse a public sentiment in favor of fewer dogs and more sheep, and I believe your association is in a position to do much along this line. Your members in the various States have large holdings, are large taxpayers, and should realize the necessity of starting a systematic educational propaganda, just as is being done in the State of North Carolina, where a State-wide campaign is now under way to eliminate the worthless cur and foster the growth of the sheep industry."

"You are undoubtedly in position to accomplish a great deal in this cause, and I feel sure you will not overlook the opportunity. My file on this subject is enclosed. It contains good articles, especially those from the MANUFACTURERS RECORD (note particularly those from the issue of May 23), which might well be reprinted for general distribution in a campaign such as has been suggested."

## Commercial Strawberry Production 25 Per Cent. Short of Last Year.

The estimated commercial production of strawberries in 13 Southern States in 1918, based upon the crop as reported on May 15 by the Bureau of Crop Estimates, is 3,979,517 24-quart crates, compared with the total production in the same States in 1917 of 5,401,473 crates, or over 26 per cent. decrease. The great decrease in this year's forecasted output over the final yield in 1917 is attributed to the fact that the strawberry acreage in those States has been cut from 80,660 in 1917 to 64,260 in 1918, in order to devote the land to other foodstuffs.



# Water-Power Development South Declared Essential to Nation's Welfare

ELECTRIFICATION OF RAILROADS AS SOLUTION TO SERIOUS FREIGHT PROBLEM—SOUTH AS SITUS FOR ELECTROCHEMICAL AND ELECTROMETALLURGICAL INDUSTRIES—WATER-POWER NEEDFUL IN PROSECUTION OF WAR.

[That greater development of the South's water-powers is highly important, not only to the South, but to the entire nation, is pointed out in communications given herewith. It is declared that the electrification of railroads through development of Southern water-powers will provide the only feasible plan for relieving the freight congestion of the East, and that the South is the only logical place for the development of new electrochemical and electrometallurgical industries since Niagara's maximum of power development has been reached. The vital importance of water-power in the prosecution of the war is pointed out, and the value of water-power in the conservation of coal and other resources is emphasized.—Editor Manufacturers Record.]

## National Problems of Transportation and Production May Be Solved by Increased Development of South's Water-Powers.

By E. K. HALL, Vice-President Electric Bond & Share Co., New York.

"Within the experience of the present generation a way has been found to transmute the energy of falling water into the most efficient power known, and to transmit it to industrial centers within a radius of more than 200 miles from the point of generation. This far-reaching improvement in the art of generating and distributing power marks the beginning of a new era in every phase of production and distribution. Methods and machinery are constantly undergoing minor improvements and modifications. The readjustments which are pending now, however, are such as have not been experienced for more than half a century. They will affect every section of the country, but none more than the natural industrial areas of the South.

"Not until within the past few years has this country ever quite caught up with the extensions to its transportation facilities. Competitive railroad lines have been bidding recklessly for bulky low-grade freight to build up their loads; raw material has been hauled for long distances to traditional manufacturing centers because the freight charges were comparatively unimportant and the industrial development of great areas with rich resources of raw material like the South has been considerably retarded, if not actually postponed.

"The country has grown to a degree now, however, where existing agencies for transportation are no longer adequate to transport peak waves of freight. The strenuous effort to speed up production and distribution last winter to meet war needs and the resulting collapse of the railroads forced a realization of this situation upon us all a few years sooner than it might otherwise have come.

"Relief cannot be expected from extensions to our railroad systems. They have been filling in the finer network for 20 years, and have now reached the limits of the possibilities within the general framework of their structure. New terminals, double and treble the size of existing terminals, new bridges and additional rights of way represent a cost that cannot be undertaken if there is any other way to secure relief, and there is another way.

"The electrification of railroads will increase speed and weight of trains, release freight-car equipment, conserve man power at the mines and on the railroad and reduce operating expenses accordingly. Nearly a third of the freight tonnage of the country is said to be coal hauled for consumption by the railroads themselves. If hydro-electric power, where available, is utilized for railroad electrification, and in addition it is applied to industrial uses where it can compete with steam, the additional ability of the railroads should be sufficient for the country's requirements for many years to come.

"But even electrification will come, of necessity gradually, and in the meantime every possible expedient must be applied to conserve the abilities of the railroads.

"Not only the carriage of coal but the transportation of every other kind of low-grade bulky freight, must be discouraged by the railroads of the future, and herein lies the delayed opportunity of the South and every other section of the country rich in raw materials and natural resources essential to great manufactures.

"Great industrial centers maintained primarily by tradition and inertia, if not in part abandoned, cannot continue to grow any longer at the expense of more favored sites. The achievements at Birmingham are only a forerunner of what may be expected in many Southern communities once the war is over and all the energies of America are turned to producing and selling goods in competition with the world. Then every available advantage must be utilized, and the circumstances will be extraordinary where the advantages of a plentiful supply of cheap, dependable power at a site adjacent to required raw materials will be outweighed by other factors.

"But the brightest future of the South is not in the location and extension of industries with which the great manufacturing communities of the country are already familiar. There is a group of pioneer industries centered around Niagara Falls whose products have contributed more than the products of any other industrial community to the success of our allies in keeping the Germans out of Paris. These products will be as potent in peace as they have been in war. They represent the beginnings of the electrochemical and electrometallurgical industries. They range from the most terrible explosives to the most efficient fertilizer known, from high-grade steel, which has tripled the output of the machine shops of the nation, to artificial abrasives, without which the output of munition factories, automobile plants, machine shops and foundries would be cut down to an insignificant fraction of their present production.

"These industries require raw material with which many sections of the South are richly endowed and great quantities of hydro-electric power. They cannot secure additional power from Niagara, and even if they could, they are just at the beginning of their ultimate development.

"Some of them have gone to Canada and Norway, but with the prospect of the early enactment by Congress of workable water-power legislation, the Electrochemical Association has made a tour of the South, holding several meetings there, and once adequate Federal authority to permit water-power development is established, it will only be a question of time when many existing communities and some to be created will have become thriving industrial centers through the impetus given by these key industries, and the South will gradually enter into a new economic era where the value of the products of her factories will range alongside of the produce of her soils."

## Utilization of Water-Power as Help to Win the War.

By H. M. ATKINSON, Chairman Georgia Railway & Power Co., Atlanta, Ga.

"I do not think it is generally known how extensive the use of water-power has become in Southeastern territory. Great as existing developments are, they are entirely inadequate to take care of the increasing demand for power due to war conditions. This company made contracts to furnish power in 1917 which amounted to more than the total amount of all contracts signed in the previous five years. It required all the power we could furnish by water-power and a large part of our steam capacity to carry our load successfully through the last six months of 1917. The output

of new developments we are now making is already largely sold.

"The development of additional water-power plants is of the utmost importance. Power is fundamental and a vital need in the prosecution of the war. The utilization of water-power is the most economical method of increasing our power supply, and will accomplish more in the conservation of our resources than anything that can be done at this time, in my opinion."

## STOCKYARDS OPENED AT MONTGOMERY, ALA.

Packing Plant Expected to Follow as Result of South's Increased Interest in Stock Raising.

Montgomery, Ala., June 5.—[Special.]—The formal opening of the Union Stockyards of Montgomery occurred today as a direct result of the increase in the livestock industry of Alabama and the Central South. As a natural consequence of the consignment of livestock to the Montgomery yards, the erection at no distant date of a modern packing plant to utilize a part of the stock on hoof is expected to follow.

The property of the Union Stockyards Co., located north of the city, includes 12 acres of land. Modern buildings of a permanent nature have been erected covering more than three acres and leaving ample space for future expansion. The plant is modeled after the Bourbon Stockyards at Louisville, Ky., and, in fact, capital devoted to this plant is materially interested in the Alabama institution. With local co-operation the company was formed with \$100,000 capitalization. William H. Teague of Montgomery is president; F. H. Embury of Louisville, vice-president, and A. C. Davis of Montgomery, secretary.

Hundreds of people, including officials, stockmen and business men, were present from all parts of Alabama and adjoining States, and the formal opening of the yards was an occasion of much interest. In preparation for the event several large stock shipments had been consigned to the yard. Livestock commission men who have taken offices at the yards were ready for business, and the first grading, classing and sales of cattle, hogs and sheep were recorded.

An informal program of addresses marked the preliminaries to business at the yards, among the speakers being P. C. Kennett of Louisville, one of the best-known livestock buyers of the country, whose energy had much to do with establishing the Montgomery yards. To some extent he discussed the relation of the plant to the livestock industry of Alabama and adjoining States and also with the entire stock-producing area of the nation.

Richard M. Hobbie, prominent grain merchant of this city and Federal food administrator for Alabama; Dr. C. A. Cary, State veterinarian attached to the experiment station at Auburn, and C. C. Clay of Demopolis, one of the foremost livestock men of the State and South, also spoke. Gov. Charles Henderson of Alabama and Mayor W. T. Robertson of Montgomery were among those present.

The capacity of the Union Stockyards Co. is 2500 cattle, 5000 hogs and 5000 sheep daily.

H. E. Snow, former traffic manager of the Bourbon Yards, has been made general manager.

The Union Stockyards at Montgomery will draw business from the States of Alabama, Florida, Georgia and Mississippi, where the stock industry is being rapidly developed.

A single section in the southern part of the State of Alabama shipped 360 carloads of stock to Western and Middle Western markets the past year—a car per day. Similar records have been attained in other sections of the State, also of other nearby Southern States.

The wire-grass of Alabama, the prairie lands of Alabama and Mississippi, with their hill country, together with the sand land of South Georgia and the brakes of Florida, are coming into their own as stock-raising lands.

Hog raising has long been conducted profitably in the South, yet in less than a decade this industry has so expanded that much of the money annually going to Middle Western States for pork and lard 10 years ago is now being spent in the South for other things.

Of the three leading stocks, sheep has not forged ahead as rapidly as cattle and hogs; but here, too, a change is being wrought, as it is being proved that the production of sheep has a splendid monetary return that can be brought about as easily in the Central South as in the West and Far West.

### AN OCEAN TO GULF CANAL.

#### Governor of Georgia Advocates Construction from St. Mary's Ga., to St. Mark's, Fla.

In the course of his call for a meeting at Folkston, Ga., on June 10 and 11 to consider a proposition to construct a canal across parts of Georgia and Florida, Governor Hugh M. Dorsey of Georgia, who is also chairman of the Georgia Council of Defense, advocated the building of the canal from the St. Mary's River to the Suwanee River to provide a waterway for the economical transportation of coal from the Warrior coal basin in Alabama to the Atlantic Ocean at St. Mary's, Ga., where there is an open port all the year round. He says that the St. Mary's River is navigable for more than 70 miles, and that the Suwanee is also navigable for a long distance. The proposed canal and river route would be 226 miles long from the ocean to the Gulf of Mexico, the western end being at St. Mark's, Fla. The construction of such a canal was recommended in 1877 by Lieutenant-Colonel Gilmore in a report.

Telegrams inviting the Governors of 13 States were sent by Governor Dorsey to the chief executives of Florida, Alabama, Mississippi, Louisiana, Texas, Arkansas, Missouri, Ohio, Indiana, Illinois, Tennessee, Kentucky and West Virginia.

Remarking that the Government already owns several hundred acres of land abutting on the port of St. Mary's and that the State of Georgia also owns a large acreage there, Governor Dorsey says:

"The fundamental principles of the proposed coal port and canal are that we may the quicker accomplish our part of the winning of the war, and that we may add permanently to our economic commercial facilities.

"As a war measure," continued the Governor, "the importance of the St. Mary's canal can hardly be overestimated. With its opening the bituminous coal now mined in Alabama and brought down the Black Warrior and Mobile rivers to Mobile Bay (a distance of about 400 miles) in barges can be carried in the same barges a distance of some 250 miles eastwardly, through an inland waterway now largely completed, to St. Mark's, in the western part of Florida. From St. Mark's it can be carried through the proposed canal a distance of 226 miles to St. Mary's and Fernandina, both located at Cumberland Sound, and about seven miles from the Atlantic Ocean. This coal will furnish for shipping and bunker purposes a fuel supply which is practically not now available for shipment to Europe, because it can only be obtained at Gulf ports, except at an enormous increase in cost, due to a long rail haul. With the opening of the canal this coal can be moved in barges without transshipment from the mines in Alabama to a deep-water port on the Atlantic seaboard, a distance of approximately 900 miles, more cheaply than the Pocahontas and New River coal is now moved, be-

tween 400 and 500 miles, by an all-rail route to Hampton Roads.

"The size of the proposed canal would accommodate a volume of coal movement adequate to meet any demand that might be made upon it. It would be delivered at an Atlantic warm-water port, where freezing conditions are absolutely unknown, and where it would be impossible to be confronted with the cold weather, which during the winter of 1917-18 froze solidly every harbor from Hampton Roads northwardly for a period of two weeks. Repetition of such freezing conditions might occur at a time when our forces in France and our Allies in Europe were in dire need of the supplies necessarily shipped from those Northern ports, because of the absence of the Southern port facilities. Such a condition might seriously affect the outcome of the war in which we are engaged."

It is also stated that only about 100 miles of the canal would have to be dug; the rivers provide the rest.

### OVER 800 DWELLINGS FOR SHIPBUILDERS.

#### \$3,000,000 Being Spent by Shipping Board Near Baltimore—Two Contracts Now Let.

The second large housing contract for the accommodation of shipworkers to be let within a month in the suburbs of Baltimore has just been awarded by the Liberty Housing Co. (which is a Bethlehem Steel subsidiary) to the Consolidated Engineering Co., Calvert Building, Baltimore. It covers the erection of 531 buildings, almost all dwellings, and including 10 boarding houses, at Dundalk, Md. (postoffice, St. Helena), on land purchased by the housing company out of the Dundalk Company's large holdings there. The other contract, let early in May by the United States Shipping Board to the same builders, provides for 308 dwellings and other buildings at St. Helena, adjoining Dundalk, so that there will be about 840 structures added to the improvements already established in that locality. All of these buildings will be for the use of shipbuilders employed in the marine department of the Bethlehem Steel Co. at Sparrows Point, three miles away by rail.

The value of this latest contract is approximately \$2,000,000, and the method of handling the plan is different from that for the houses at St. Helena. In the first contract the Shipping Board let it directly to the Consolidated Engineering Co., but in this latest one the arrangement made is that the Shipping Board lends the money to the Liberty Housing Co., which is a subsidiary of the Bethlehem Shipbuilding Corporation, controlled by the Bethlehem Steel Co., and the Shipping Board takes as security a mortgage on the land and the buildings. The only part taken by the Dundalk Company in the matter is to sell the land to the housing company.

Plans for the dwellings, boarding houses, etc., to be

built at Dundalk have been prepared by Edward L. Palmer, Jr., architect, 513 N. Charles street, Baltimore, who is also the architect for the houses at St. Helena. The houses at Dundalk are to be of a more expensive type of construction than those at St. Helena, being designed for the use of heads of departments, engineers and other employees who want more commodious dwelling accommodations than those which many of the workers prefer. This contract also covers grading, street improvements, etc., and altogether there will be spent in connection with solving the housing problem at these two places very nearly, if not quite, a total of \$3,000,000. The contractor is getting this job under way as rapidly as possible.

### Petroleum Production in 1917 East of Mississippi River.

From the oil fields east of the Mississippi River, comprising the Appalachian, Lima (O.), Indiana and Illinois fields, the Geological Survey reports that 44,347,780 barrels of petroleum were marketed in 1917, compared with 44,628,693 barrels in 1916 and 51,083,331 barrels in 1914. The value of the oil at the wells in 1917 was \$15,887,864, which was 26 per cent. more than the value of the output from these fields in 1916, though the 1917 production was a fraction smaller than the output of 1916.

In all, 9116 wells were drilled for oil in the fields east of the Mississippi River in 1917, an increase of 1091 wells, or 10 per cent., compared with 1916. Of the wells completed, 6042, or 66 per cent., were oil producers credited with an average output of 16 barrels each the first 24 hours after completion, 1246 were gas wells and 1828 were dry or failures.

### Alabama Iron for Japan.

Japanese capitalists who are repairing the blast furnace at Talladega, Ala., expect to blow in their plant by July 15 with a daily output of 200 tons of iron. They control the Uruga Dock Yard Co. of Tokyo, and are represented at Talladega by T. Hiraoka, who will petition the United States Government to permit shipping most of the furnace product to Japan. In connection with the operation of the furnace, the Uruga Dock Yard Co. is understood to be planning the manufacture of coke in ovens at Talladega and Coal City, Ala.

### Condition of Cotton Crop Above Average.

The Department of Agriculture estimates that the condition of the cotton crop throughout the country on May 25 was 82.3 per cent. of normal, as compared with 69.5 per cent. on May 25, 1917, and 79 per cent. the average for the past 10 years on May 25.



FLEET OF OVER 200 MACK WAR TRUCKS IN BATTLE ARRAY, LINED UP FOR INSPECTION BEFORE SHIPMENT TO FRANCE. THESE TRUCKS AND SEVERAL THOUSAND OTHERS IN THE SERVICE OF THE UNITED STATES ENGINEERS ARE TO BE ENGAGED IN THE GREATEST CONTRACTING JOB ON EARTH.



## Lagging Coal Production Holds Down Pig-Iron Output of South.

Birmingham, Ala., June 10.—[Special].—Government orders and mandates hold the situation in the Birmingham pig-iron and steel market. Priority orders are being rigidly lived up to, the Government needs in manufactured products are being accepted where possible and iron is being sold where it will not conflict directly with the desires of the Government that non-essential producing concerns are in the least favored as against those who are turning out something for the country or Allies. Production of pig-iron is not up to expectations in the Southern territory, a condition charged to the lagging coal production. The employees of the coal mines of Alabama, as well as Tennessee and Kentucky, are being appealed to in the hope that they will give every effort, all time and renewed energy in the production of coal.

The Federal directors of railroads are looking after every convenience for the iron and steel industry. Shipments of iron from this district on old contracts are showing continued improvement, and still there is much delay in deliveries. Accumulated stocks of iron are slowly dwindling. Inquiries are numerous still and recently some business was taken on, but mainly for the Government. Two thousand tons of iron will be shipped from this district to Panama on Government orders alone. Small-lot sales are less frequent now, even to regular customers.

Production of pig-iron in Alabama in May is given at 212,282 tons, against 207,245 tons the previous month, an increase of 5,037 tons. The make was rather disappointing in the face of a production of 259,126 tons in May, 1917. For the first five months this year the production of pig-iron in Alabama is given at 1,071,374 tons, against 1,235,844 tons for the same period a year previous. The output at blast furnaces this month will hardly show any increase, if equaling the figures of May. One of the Bessemer furnaces of the Tennessee Coal, Iron & Railroad Co. is out for repairs, and it will be two or three weeks yet before it will be in condition for operation again.

Labor situation in the Birmingham district with the machine shops, foundries and other industries of a similar nature shows a little improvement.

The strike of the metal workers for eight hours is about over, many of the men having applied for their former positions and others asking to be reinstated, while still others have left the district.

Placing of orders with plants in this district for 5000 tons of barbed wire of special specifications for the United States and a large quantity for the Italian Government were announced during the past week, while other large contracts have been accepted here. All steelmaking and working plants have orders in hand that will warrant full operation from now until the end of the year.

Appointment of Morris W. Bush of the Shelby Iron Co., president of the Imperial and Majestic coal companies, one of the leading young men in the industrial section of the South, as director of the Birmingham district under the War Industries Board is most pleasing to manufacturers of the South. Mr. Bush is capable and well fitted for the position.

George B. McCormick, president of the Pratt Consolidated Coal Co., has been re-elected president of the Alabama Coal Operators' Association. All other officers were re-elected. James L. Davidson is secretary-treasurer. George Gordon Crawford, president of the Tennessee Coal, Iron & Railroad Co., is chairman of the executive committee of the association.

The Railway Fuel Co. has increased its capital stock from \$10,000 to \$200,000. This company has opened a coal mine at Parrish, in Walker county, and the Southern Railway is interested to such an extent that the output of the mines will be used exclusively by the railroad. The increased capital will be used in the development of the property.

The Eagle Coal Co., a stripping coal proposition, has begun shipping coal. J. C. Maben, Jr., formerly vice-president of the Sloss-Sheffield Steel & Iron Co., is president of the company. The coal is a 13-foot vein, and a daily output of 200 tons and more will be sought.

The scrap-iron and steel market in the Southern territory is somewhat weaker this week. Requirements are falling off for some reasons, though old contracts are being filled right along. There is still a good amount of stock in hand and it can be replenished if the dealers want it. Dealers expect the freight rate advance scheduled for this month to have further effect on the market.

Other districts are reporting plenty of stock in hand. Consumers are buying as their immediate needs show up, and no future preparation is to be noted.

Quotations for pig-iron and scrap-iron and steel show some few changes, as follows:

### PIG IRON.

No. 2 foundry, \$33.50 f. o. b. furnaces.  
(Basic iron, \$32.00; revision by Government to be announced again by July 1, 1918; differentials on pig iron the same as before Government regulations began.)

### OLD MATERIAL.

Old steel axes.....	\$30.00 to \$32.00
Old steel rails.....	24.00 to 24.50
Heavy melting steel.....	23.00 to 24.50
No. 1 R. R. wrought.....	24.00 to 25.50
No. 1 cast.....	22.50 to 23.50
Stove plate.....	20.00 to 21.50
Old car wheels.....	25.00 to 26.50
Tramcar wheels.....	21.00 to 22.50
Machine shop turnings.....	16.50 to 17.00
Cast iron borings.....	12.00 to 12.50

### Ingot Production.

Monthly production of steel ingots, June to December, 1917, and January to May, 1918, inclusive, reported to the American Iron and Steel Institute by 29 companies which made 88.14 per cent. of ingot production in 1916:

Months.	Open hearth. Gross tons.	Bessemer. Gross tons.	All other. Gross tons.	Total Gross tons.
1917				
June.....	2,265,772	809,552	8,095	3,083,929
July.....	2,152,479	777,171	9,465	2,939,115
August....	2,251,013	863,873	8,331	3,123,217
September..	2,195,556	770,064	6,639	2,972,259
October....	2,475,754	870,494	5,287	3,351,535
November..	2,384,218	772,489	9,550	3,166,257
December..	2,195,832	524,084	13,806	2,733,722
1918				
January..	1,763,356	429,588	10,901	2,203,845
February..	1,805,233	454,457	14,051	2,273,741
March.....	2,331,048	763,255	16,078	3,110,381
April.....	2,377,974	769,249	16,187	3,163,410
May.....	2,444,863	796,244	15,858	3,256,965

### Geological Survey's Weekly Coal and Coke Report.

The observance of Memorial Day at the mines in the Northern States caused production of bituminous coal during the week of June 1 to decrease 1,025,000 net tons, or 8.7 per cent. The output of soft coal (including lignite and coal made into coke) is estimated at 10,774,000 net tons, as compared with 11,779,000 net tons during the week of May 25.

The average per working day for the week ended June 1 is estimated at 1,796,000 net tons, as against 1,906,000 net tons during the preceding week and an average daily production during May, 1918, of 1,918,519 net tons. Although Memorial Day was not universally observed, in plotting the curve showing production per working day has been based on six days in the week.

### ESTIMATED UNITED STATES PRODUCTION OF BITUMINOUS COAL AND OF BECHIVE COKE.

Week ended.	Total bituminous including coal coked. Total for week.	Average per working day.	Bechive coke (at the mines). Total for week.	Average per working day.
May 18 (a)	11,718,000	1,953,000	678,000	113,000
May 25 (a)	11,720,000	1,960,000	662,000	111,000
June 1 (b)	10,774,000	1,796,000	612,000	102,000

(a) Revised from last report. (b) Subject to revision.

Preliminary estimates place production of bechive coke during the week ended June 1 at 612,000 net tons, a decrease of 51,000 net tons or 7.7 per cent. compared with the week of May 25. The average daily production amounted to 102,000 net tons, as against 111,000 net tons during the week preceding.

The production of by-product coke during the week ended June 1 again declined slightly and is reported at 87.7 per cent. of maximum capacity as compared with 88.5 per cent. during the week preceding.

Of the factors limiting production shortage of coal losses increased during the week from 2.6 per cent. to 2.8 per cent., labor shortage losses from 2.6 per cent. to 3 per cent., repairs to plants caused losses of 5.4 per cent. as against 4.9 per cent., and "no market" losses rose from 0.2 per cent. to 0.3 per cent. Losses attributed to all other causes declined from 1.2 per cent. to 0.8 per cent.

Material decreases in production for the week of June 1 are reported by Alabama, Minnesota, Pennsylvania, Tennessee and West Virginia. In Alabama and West Virginia the decrease in production is attributed to repairs to plants, in Minnesota to "no market" and other causes, in Pennsylvania to insufficient labor, and in Tennessee to lack of by-product coke.

Kentucky and Maryland are the only States reporting material increases, the former State attributing the improvement to repaired plants and the latter State to better labor conditions.

## BIG CASTOR BEAN INDUSTRY FOR FLORIDA.

\$2,000,000 Reported Required for Plant to Meet Government Need of Airplane Lubricants.

Contracts have been awarded by the Government to D. Collins Gillett of Tampa, Fla., for the big castor-bean factory announced last week as to be located at Gainesville, Fla. Reports state that \$2,000,000 is the amount which will be required to purchase and adapt the Gainesville Chemical Co. buildings with their equipment of machinery and to install new apparatus, these improvements to be undertaken by the Florida Industrial Co., which will be organized.

The new equipment has been contracted for and the manufacturers have priority orders from the Government which will insure the delivery of the machinery at an early date, the cost of this additional equipment to be \$300,000. It is mainly crushers of the type necessary for handling the castor bean, most of the other present Gainesville installation being adapted for use with the new crushers. Lubricants for the airplanes of the War Department will be the principal output, with the by-product available as a cattle feed and a fertilizer for delivery direct to the farmer. Preparations are being made at Gainesville to proceed with the betterments as planned. The layout is being perfected, the buildings are being modernized and large warehouses in which to store the castor beans are being constructed.

This enterprise has been located in Florida because of the decision of Government officials, after careful study of the situation, that the greatest efficiency in every way can be attained in that State. It will be under the direction of D. Collins Gillett, and all the castor-bean crop grown east of the Mississippi River is to be crushed at Gainesville, where from 300 to 400 men will be employed.

There are 108,000 acres of land being cultivated in castor beans throughout six States, 50,000 acres being in Florida, including 15,000 acres on property owned by Mr. Gillett, who estimates the Florida crop at 1,000,000 bushels. Probably another 1,000,000 bushels will be the crop of the three States of Alabama, Georgia and South Carolina, making a total of 2,000,000 bushels of castor beans for crushing at Gainesville.

## 90-Mile Transmission Line Completed to Muscle Shoals Nitrate Plant.

A month before its contract time with the Government, the Alabama Power Co. of Birmingham is prepared to furnish electricity from the 90-mile 110,000-volt transmission line which it began constructing last winter. This line extends from the company's water-power development in Walker county to Muscle Shoals, and construction has begun on another line from the company's reserve steam-power electric-generating station on Warrior River to Muscle Shoals.

These new electrical distribution additions to the company's facilities are for the purpose of supplying electric power to the \$30,000,000 cyanamid nitrogen fixation plant and the \$5,000,000 synthetic process nitrate plant which the Government is building at Muscle Shoals. Ultimately the two plants will be driven by power from the development of the Muscle Shoals, which the Government is undertaking, the initial appropriation for the first dam and power-house being \$20,000,000.

## Must Thoroughly Subdue the Barbarians.

EMIL GATHMANN, Gathmann Engineering Co., Baltimore, Md.

I thank you for the copy of pamphlet, "Damning Revelations of Germany's Turpitude," and enclose herewith my check for \$4 for 100 copies of same, which kindly have sent to our city office. The number of our employees is not large, but I shall see that each one has a copy of this pamphlet.

We certainly must not under any consideration even think of peace until we have thoroughly subdued the barbarians.

## Big Increase for Shoe Factory.

An increase of daily capacity from 450 to 1500 pairs of shoes is the plan of Bona Allen, Inc., Buford, Ga. This company will erect an additional building to accommodate the necessary new machinery, and the architects in charge are Lockwood, Greene & Co. of Atlanta. Its new building will be of mill construction, three stories high, with basement, 200 feet long by 45 feet wide.

# Shall We Develop Our Southern Agriculture?

By STANLEY F. MORSE, New Orleans, La.

The South of today is the West of yesterday. How often does it happen that men roam the world seeking a fortune while overlooking the riches at the very threshold of the despised home they have left. So the stream of adventurers and immigrants, lured by tales of gold and the call of the wild, journeyed west to the great romantic unknown country where they expected to find fortune and fame. It is an interesting psychological fact that the man who has become convinced that his native locality holds no bright future for him is soon taken with an acute attack of wanderlust, which almost invariably leads him to regions about which he knows next to nothing. Thus in the days of the "Western fever" men from the East either ignored the South in their eagerness to reach the West or else were deterred from visiting that country by exaggerated reports of its unhealthfulness. But now the tide is turning, and men with the pioneering instinct are beginning to realize that a new field for their endeavors lies in the great undeveloped natural resources of the South. As usual, however, familiarity breeds contempt, so that the people of the South themselves, with a few notable exceptions, have not seen the vision of the wonderful new South yet to be.

Unfortunately, in most new countries some of the earliest pioneers are of a class which is detrimental to sound, permanent economic development. Throughout the West, and already in parts of the South, this fact has been driven home with an emphasis which has alarmed those who believe in true progress. Thus in the West we have seen valuable mineral deposits and timber lands gobbled up and exploited for the benefit of a few, leaving the region stripped of its wealth. And then millions of acres of land have been grabbed by speculators who have systematically sold it, seized the land by foreclosure and sold it again. This procedure has been repeated time after time, always, however, raising the price of the land and creating a false impression as to its real agricultural value. Under the guise of "development" great irrigation projects have been built by the Government to increase the value of the lands owned by a few who had brought political pressure to bear, and rumor has it that in some cases members of Congress have profited also.

In the course of the "exploitation" (a word quite different in meaning from "development") of these lands the landseeker and colonist have been mere pawns in the game. What little money they had or the results of their labor in making improvements and enhancing land values were the main objects sought. Little attention was paid to the permanent agricultural development of the country, and the land speculators, real estate boosters, country merchants and bankers did not care whether the new settlers failed or not, so long as they got their money first. To this day in many parts of the West you will hear the statement that it takes "three instalments of new settlers to settle up the country." But often it takes more than that, and each instalment means more "pickings" for the land exploiters. All this sounds like a very pessimistic tale, but it is so generally true that it is surprising that the Federal and State governments have not done more to exercise some control over the development of the nation's agricultural lands. And yet perhaps it is not so surprising when it is realized that the ruling forces of these same governments and the land exploiters have often been in close cahoots. Still, to be just to the erring Congressmen and Government officials, it may be said that they have been bamboozled too frequently (by their self-important omniscience), and in their patriotic endeavors to help a desert they have acted without a full realization of what true development means. In far-reaching economic matters which may have an important bearing on the future development of their country, Congressmen should be guided by something more than the selfish wishes of their constituents or their own desires.

In view of the sad experiences of the West, is there any excuse for the same mistakes being made over again in the developing of the vast agricultural empire of the South? Over 300,000,000 acres of land suited to agriculture are either only half farmed or absolutely undeveloped in the Southern States. The problem here is

not one of land, but of labor, capital and expert management. The great question which should be placed squarely before the people of the South in particular and the citizens of the United States in general is, "Shall the rich agricultural resources of the South be developed or exploited?" Unfortunately, the evils of exploitation are already commencing to get a foothold in the South. Other resources, such as coal, oil and timber, have already been exploited without the States receiving their due proportion; but in agricultural lines the main symptoms are various land companies which are attempting to unload on the unsuspecting buyers farming propositions in which the chances for success are against them. Overenthusiastic real estate men, chambers of commerce, railroad officials and newspaper writers are another source of the misguided boost spirit which is constantly talking about undertaking much, but actually accomplishing little. The fact is that there can be no doubt in the mind of the patriotic but farsighted business man or citizen who believes in the future permanent prosperity of his region. Such people see very clearly that the only agricultural development which is going to be of lasting benefit to the community, State and nation is under a scientific commercially feasible plan whereby the success of the farm operator is assured in the majority of cases instead of the reverse. This statement refers to large as well as small farming enterprises. It is about time that the bankers, the merchants and other business men began to realize that their own best interests will be served by an increasingly and permanently prosperous agriculture.

A permanent agriculture cannot be built up without public sentiment behind it. But the public must be educated to distinguish between constructive development and destructive exploitation. Much has been done in this direction already by the Federal and State governments, and the State bankers' associations have been agitating this matter, while some of the railroads and an occasional commercial club have had a glimpse of the vision. Nevertheless, even yet there is too great a tendency to mistake the word for the deed. It is not generally understood that the task of properly developing the agriculture of the South is a monumental one which will require billions of money and the best of technical talent. As a means to this end there should be formed in each Southern State development associations for the purpose of co-ordinating the efforts of all the forces which are working for agricultural development. In addition, State control of immigration, single-tax laws to force non-producing lands onto the market, the investment of large capital in properly planned and managed commercial agricultural enterprises, the elimination by competition of the antiquated, slipshod planter and the creation of an intelligent public sentiment are among the things which will enable the South to avoid the mistakes of the West in its agricultural development. As a war measure, why not do one national job right?

## Pertinent Suggestions as to Help Government May Give in Increasing the Available Farm Labor Supply.

In writing to the Department of Agriculture, Washington, regarding steps that may be taken to solve the farm labor problem, Mr. Stanley F. Morse, consulting agricultural expert and chairman of the Farm Labor Committee of the Rotary Club of New Orleans, suggests that all skilled agricultural laborers now in military service in this country be sent back to the farms on furloughs of indefinite length wherever possible and that contractors for building ships and other war industries be prohibited under penalties from going into farming communities to lure farm labor away by offers of high wages.

Particularly impressive and pertinent is the further suggestion that "boys 16 years of age and over and all men should be listed in the various towns and cities to find out whether they have had any previous farm experience, whether they are physically fit and whether they are willing to do farm work or help with the harvesting of the crops. At the same time the farmers

themselves should be systematically canvassed to find out what labor they will need and when they will need it." Blank forms are suggested for making these listings.

"This listing should be handled through a central organization such as the Employment Bureau of the Department of Labor in co-operation with the State councils of defense. These listings should be systematically made by States, counties and towns," is the suggestion.

Also especially worthy of consideration is that "plans should be worked out for employing Chinese labor in certain kinds of agricultural work. Chinese are reliable and good workers and are very efficient in many kinds of manual labor, such as cutting sugar cane, working in rice fields, truck farms, picking fruit, etc."

## Florida Grain Elevators Stimulate Greater Production.

Jacksonville, Fla., June 3.—[Special.]—Receipts from 1917's corn crop and prospects for at least double those receipts this year at the grain elevator of the Florida Grain & Elevator Co. at Jacksonville have fully demonstrated to the people of the South that when the farmers are assured of storage and warehouse facilities for their crops they will come to the front with greatly-



ELEVATOR OF FLORIDA GRAIN & ELEVATOR CO., JACKSONVILLE; CAPACITY 75,000 BUSHELS.

increased production. Beginning operations September, 1917, this elevator has in eight months handled over 175,000 bushels of Florida corn and several thousand bushels of corn grown in other Southern States. A great deal of this Florida corn has been shipped to Baltimore, Chicago and other cities.

In addition to elevator in Jacksonville, with a capacity of 75,000 bushels, there are several smaller elevators in other sections of the State which ship their corn to the Jacksonville elevator for storage and re-shipment, and according to George W. McRory, manager of the Jacksonville plant, every county having an elevator shows a better price for corn than those counties without one. Mr. McRory also estimates that the acreage in corn in the counties having elevators has increased over 200 per cent. over last year. The cities of Florida having elevators are: Marianna, capacity 16,000 bushels; Tallahassee, capacity 15,000 bushels; Greenwood, capacity 14,000 bushels, and Monticello, capacity 15,000 bushels. The Jacksonville elevator, with a capacity of 75,000 bushels, can handle 20,000 bushels of corn per day. Officers of the Florida Grain & Elevator Co. are: C. W. Zaring, president; C. M. Lewis, vice-president, and E. W. Fleming, treasurer. The directorate of the concern comprise some of the leading wholesale grocery and feed men in the State.

## 40 Concrete Ships Ordered.

Twenty-four concrete ships of 40 ordered on June 10 by the Government will be constructed in Southern shipyards. These will all be 7500-ton vessels, and eight will be built at each plant as follows: Jacksonville, Fla., in charge of A. Bentley & Sons Company; Mobile, Ala., Fred J. Lay & Co.; Wilmington, N. C., Liberty Shipbuilding Co.; San Diego, Cal., Schofield Engineering Co.; San Francisco, Cal., San Francisco Shipbuilding Co.



# TYPICAL OF MODERN CONSTRUCTION THAT NOW PREVAILS THROUGHOUT THE SOUTH.



Construction work on the bank building at Charlotte for the Charlotte National Bank is well under way and is being pushed as rapidly as possible consistent with the high-grade work and materials involved in the operation. This building occupies a site 44x120 feet, is one story high, and is constructed entirely of granite, with massive granite Doric columns said to be the largest columns of their type in either the Carolinas or the Virginias. The rear of the building will be so reinforced as to permit the erection of nine additional stories of offices if desired. The entrance to the bank will be through a loggia treated with the same material as the building. Natural lighting for the banking-room will be procured through windows extending practically from the floor to the ceiling, a distance of about 25 feet. In the center of the banking-room will be a large dome of leaded glass, while the remainder of the ceiling will be ornamental plaster coffers. Interior decorations will be of bronze, marble, etc. At the rear of the banking-room will be located the securities and safe deposit vault, which will have a 10-inch burglar-proof circular door. The directors' room will be located at the left of the vault, and will be treated in a design to harmonize with the building. Over the directors' room and the vaults a mezzanine will be installed for use as the expansion of the bank's business may demand. Two

large storage vaults, with elevator, etc., will be installed in the basement. Plans and specifications for the building, which will cost about \$200,000, were prepared by Alfred C. Bossom of New York, and the general contract was awarded to Charles T. Wills, Inc., of the same city. Among the subcontractors are the following: Fireproof arches, J. W. Haas; granite, J. J. Morton Company; plumbing, Henry Hackney; electric work, F. E. Robinson; all of Charlotte; terra-cotta, Federal Terra-Cotta Co.; plastering, P. J. Durean, Inc.; carpentry, Jos. Szabo & Co.; hardware, Yale & Towne Manufacturing Co.; exterior painting and decorating, J. R. Brimmer Company; tile, D. H. McLaury Tile Co.; structural steel, Bigelow & Nichols; heating, General Fire Extinguisher Co.; models, Ricci Studios; clocks, E. Howard Clock Co.; cork floors, Hasbrouck Flooring Co.; ornamental iron, John Polachek Bronze & Iron Works; waterproofing, Tuttle Roofing Co.; all of New York; exterior glass, Pittsburgh Plate Glass Co., Pittsburgh, Pa.; interior glass, Thomas Jones Decorative Glass Co., Brooklyn, N. Y.; roofing and sheet-metal work, Norman-Seton, Inc., Winfield, L. I., N. Y.; marble, Hilgartner Marble Co., Baltimore, Md.; vault, York (Pa.) Safe & Lock Co.

The accompanying illustration presents a view of the building as it will appear when completed.

## Why Go to Cuba to Build Shipyards?

FREDERICK W. SALMON, Civil and Mechanical Engineer, Midland, Mich.

From the papers I understand that it has been proposed to build a large shipbuilding plant in Cuba, and that this is being seriously considered.

I understand that there is only one small dock and ways on the whole of the Indian River, Florida, at Jacksonville.

Surely the Indian River is the ideal place—near the large labor markets, good water, excellent sites; Americans will willingly go there; all on American soil, landlocked, can be easily and well protected from every danger; work can go on throughout the year out of doors with comfort to the men. Unskilled labor is already there and near in large quantities, and Mexicans and Cubans and others can be easily and cheaply brought there if needed.

The Indian River is near the best timbered section of the country, well connected by protected railways to the great machinery centers, such as Pittsburgh and Birm-

ingham, and material could be cheaply delivered by boats also. Already intensive truck farming is carried on near, while the great and most productive fields of Alabama, Texas and other States are not far away and can be worked cheaply in large acreages with little labor, largely by machinery, for two or more food crops per year.

Would it not be well to call the attention of the officials and capitalists to these and other facts relative to shipbuilding on the Indian River of Florida? Publish this letter if you like and put in editorials and open a discussion through your valuable columns in the hope of securing the best results in shipbuilding and an early victory in this war.

## The Essence of Full-Blooded Americanism.

C. HAYES TAYLOR, Assistant Secretary National Map Co., Indianapolis, Ind.—Congratulations on your editorials of May 9, the essence of real, full-blooded Americanism. Justice will blush in shame for us if we do not end the war with the results you have outlined. Your hand, neighbor!

## COLUMBIA'S TOLL.

JUNE 5.

[Memphis Commercial Appeal.]

(Last year the country took its first draft of its men of fighting age. This week the levy is again made on those who have since reached maturity.)

In the wilderness where Sinai  
Looked away o'er shifting sand,  
And the Red Sea spent its thunder,  
God gave Moses this command:

"Number all the people for me,  
List them by each tribal name—  
All the men from 20 upward  
For my warrior host I claim.

"All the youngest and the strongest—  
They are mine by my decree;  
Set their standards where they gather—  
They shall fight to make men free."

Thus in that far day was taken  
That first count of men of war,  
In the desert 'neath the shadow  
Of the Mountain of the Law.

Now through cons comes the echo  
Of that old Mosaic quest—  
Voice of our loved country calling:  
"Give me share of all your best—

"Count me out a Guard of Honor,  
Young of heart, and legions long;  
Men who'll dare the heights of danger,  
Singing clear my Freedom song—

"Men who'll set my unstained standard  
Where the Victory beacons glance,  
In that parliament of banners,  
On the reddened fields of France—

"Men who'll fight for equal justice,  
And the brotherhood it brings,  
Till, upon each trodden people  
Falls the twilight of the kings.

"Falls that twilight, and the burden  
Of the tyrants' rule shall cease,  
And the billows of the nations  
Whiten with the dawn of peace.

"Count me out this Guard of Honor  
From your bravest and your best,  
Number them as God commanded  
In the old Mosaic quest."

So we take that toll of manhood,  
Counting out our brave and strong—  
Hold them to your heart, Columbia,  
They will sing your Freedom song!  
—Sara Beaumont Kennedy.

## Contract for Reclaiming 25,000 Acres.

Contract has been awarded for the drainage system which will reclaim 25,000 acres of land in Gibson, Weakley and Carroll counties, Tennessee. This construction involves a main canal 25 miles long, and it is for the Drainage District No. 6 of the counties named, with W. W. Powers of Trenton as chairman. The excavation amounts to 2,065,000 cubic yards of earth, and \$200,000 bonds have been sold. Ferree & McCleskey of Memphis are the engineers, and the Walcott Dredging Co. of Lafayette, Ind., is the contractor.

## A Potential Fuel Supply That Should Be Conserved.

F. W. SALMON, Midland, Mich.

I know that it has been the common practice of railroads to burn on the roadside old ties and other timber replaced, and wreckage. Today I saw some long hardwood timbers being so burned. Has the time not come when this should be saved, sold cheaply in the towns or cities, used in the section houses or in some way disposed of so that it may be used to help in the general conservation of fuel? Surely it has. A few words in the form of an order from the Director-General would immediately effect this saving.

## The Cotton Movement.

In his report of June 7, Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 311 days of the season was 11,271,301 bales, a decrease under the same period last year of 982,765 bales. The exports were 3,785,525 bales, a decrease of 1,320,546 bales. The takings were, by Northern spinners, 2,595,292 bales, a decrease of 37,173 bales; by Southern spinners 3,810,662 bales, a decrease of 79,264 bales.

## Comments, Kicks and Commendations

### Awakening Patriots to a Realization of Their Duty.

JOHN R. BODDIE, St. Louis, Mo.—Herewith check for \$5.50, for which send me for one year your valuable magazine, and 50 cents worth of the Thyssen pamphlets.

I am subscribing for the MANUFACTURERS RECORD from the fact that it is fully 100 per cent. American in all that the word implies. It is refreshing, invigorating and encouraging to read such a magazine in these strenuous days, when the life of civilization and Christianity is at stake.

Your article on the front of June 6 number rings with a melody akin to that of the Liberty Bell at the birth of America, and will awaken patriots to a realization of their duty to suffer death rather than leave their posterity to the Hohenzollern and Hapsburg dynasties.

You published some weeks ago the classical Syberkrop satire on the damned Kaiser; that was appreciated, but do you know not a single paper, leading dailies, in this city would publish it? I offered them money to do so, but all in vain. I had 21,000 copies printed with a foreword, distributed them by mail and express broadcast. I enclose a copy that you may read my foreword and know how I feel.

### Opening People's Eyes as to What Germans Really Are.

JOHN N. SHOOLBULL, C.E., Chief Engineer Holston River Lumber Co., Clinchburg, Va.—Please find enclosed \$1 for 25 copies of the Thyssen pamphlet. I know a few places where they will do good.

Personally, I want to thank you Mr. R. H. Edmonds for his fearless truth-speaking. Since 1914 I have talked and written on the same war lines and tried to open the eyes of the blind; but for two and a half years was told that being English-born I was prejudiced, and should keep quiet. You have opened and are opening the eyes of thousands to what the damned Germans really are. If we only had 50 such men and writers this infernal milk-and-water-love-your-enemy rot would stop.

### Commended for Clearness of Vision and Courage of Conviction.

BRYANT VENABLE, Assistant to the President the Whitaker Paper Co., Cincinnati, O.—We are pleased to hand you herewith our company check for \$5 for renewal of subscription for the year. Permit us to take this occasion to express our cordial and unqualified approval of the strong patriotic stand the MANUFACTURERS RECORD has taken in connection with the world war. The fact that the MANUFACTURERS RECORD has the clearness of vision and the courage of conviction, both to see the right before our material interests were immediately affected and to preach the gospel of right before that gospel was popular, must always remain a record to be read with pride by true Americans.

### Doing Great Good for the Country.

H. P. FOSTER, JR., Manager Atlas Powder Co., Knoxville, Tenn.—I am enclosing herewith check to cover subscription to the MANUFACTURERS RECORD for one year.

In connection with your paper, I am pleased to say, that I am of the opinion that your writing is doing more for the good of this country than what is being published in any other paper or periodical in the United States, and you are to be congratulated upon the many interesting articles appearing each week.

### American to the Core.

W. F. HALL, Attorney at Law.—I hand you \$5 for the renewal of my subscription to the MANUFACTURERS RECORD for another year, and I want to thank you for a paper that is American to the core. The MANUFACTURERS RECORD is worthy of a place and ought to have a place on every business man's desk and in every home in this Government. Its news is valuable; its literature high-class, and the patriotic utterances are not excelled by any newspaper or magazine published in the South or anywhere else.

### Appreciation Expressed.

JAMES AKEROYD, Secretary Philadelphia Wool & Textile Association, Philadelphia, Pa.—We enclose herewith our check for \$5 for renewal of subscription to the MANUFACTURERS RECORD.

We desire to express our appreciation of the good work which you are doing, both from a patriotic standpoint and from the standpoint of intelligent effort for a constructive development of our national resources.

### Service of Incalculable Value.

O. A. WRIGHT, Atlas Oil Co., Shreveport, La.—Herewith check for \$5 in payment of my subscription for year ending May 23, 1919.

There is no journal which comes to my desk which I read more carefully and with greater interest. Your service in arousing throughout the country the proper sentiment relative to the great war is of incalculable value, and I thank you, personally, for it.

### Eager for Each Issue.

F. E. STONEBRAKER, Secretary Southern Alluvial Land Association, Memphis, Tenn.—Please find enclosed our check for \$5 covering subscription for your valuable paper.

We look forward with pleasure to the receipt of each issue, and there really is a scramble on our floor to see each copy.

## RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

### VIRGINIAN RAILWAY HAS PROSPEROUS YEAR.

#### Many New Industries Located on the Line—Trackage and Equipment Materially Increased.

Some interesting facts about industrial development, line construction and equipment are given in the eighth annual report of the Virginian Railway Co. covering the year ended December 31, 1917, just published.

There were 39 new industries established on the road during the year, including the following factories: Lumber and forest products, 12; cottonseed oil and peanut oil, 1; excelsior, 1; pig-iron furnace, 1; flour mills, 2; rolling mill, 1; tire fabric, 1; foundry and machine shops, 1; canneries, 3. There were also located a steam power plant (building) and 15 coal mines. Eleven new coal mines which were being developed in 1916 began shipping in 1917 and 10 other mines not previously reported also began shipments. At the end of the year there were 87 coal mines in operation on the main line, branches and connecting lines of the Virginian Railway in West Virginia, 21 of which, as noted, began shipping during the year. Of the total, 51 are joint with the Chesapeake & Ohio Railway and 1 with the Norfolk & Western Railway.

None of the 10 large Mallet type locomotives ordered in December, 1916, for delivery in October, 1917, were built last year, because their construction was delayed by the priority of Government orders for the building of engines to go to France and Russia, but two of them were completed in April of this year, one of which will be in use very soon. All these engines are designed for helper service on a grade of more than 2 per cent. on Clark's Gap Mountain, and the report says that they "are the heaviest and most powerful engines in the world built for actual service, weighing 800,000 pounds and having a tractive effort of 145,000 pounds." It is also stated that they are 26 per cent. more powerful than the largest Mallet locomotives now in use on the Virginian Railway, and that they will add materially to the efficiency of operation at Clark's Gap, which is the crux of operation on this road.

There were placed in service during 1917 one triple articulated locomotive and 23 cars. Contracts were also awarded for 1000 55-ton steel hopper cars, of which 665 were shipped during the year and the rest have since been completed. The rebuilding of wooden stock and box cars was continued, and 58 stock cars, 25 wooden hopper cars and 4 box cars were rebuilt at a total cost of \$48,328. Superheaters were applied to 16 locomotives at a total cost of \$71,721.

The company purchased during the year about 15½ miles of line from the White Oak Railway for \$379,500, this consisting of main line from Oakwood and Carlisle to Lochgelly, about 13 miles, and spurs and sidings 2.52 miles, making a total of 15.56 miles. In this is a connecting line from Duncan's Crossing to the Virginian Railway near Bishop. The leases with that road and the Piney River & Paint Creek Railway were terminated and the latter, together with the Price Hill division of the White Oak Railway, was bought by the Chesapeake & Ohio Railway. A trackage agreement has now been made between the Virginian Railway and the Chesapeake & Ohio Railway, including the Piney River & Paint Creek Railway, so that the two principal owning companies will have equal access over these bought or acquired lines to all mines now or hereafter located on them. Another trackage agreement was also concluded between the two main roads, covering about 11½ miles of the Chesapeake & Ohio properties and a little more than 9 miles of the Virginian lines.

New construction included 2½ miles of additional track on the Stone Coal branch, and the completion of 1½ miles more on this line, which has been put in operation. On the Piney Creek extension of the Winding Gulf branch 7¼ miles of track were also completed and put in service. The rest of this extension, 2½ miles, is under construction, as is the following: 5.1 miles of new double track, 2.4 miles of branch main line on Guyandot River and 2.5 miles on Beards fork.

The income account of the Virginian Railway shows

results for the year thus: Gross operating revenue \$10,242,473, increase as compared with the previous year \$1,786,509; total operating expenses \$5,698,862, increase \$1,407,204; net revenue \$4,543,611, increase \$379,305; operating income after taxes \$3,972,111, increase \$171,405; gross income \$4,597,077, increase \$353,314; surplus after deductions, including preferred dividends paid February, 1917, account of accumulations (7 per cent.), \$883,915.

### WAR'S EFFECT ON A BUSY RAILROAD. Heavy Increase of Traffic Along Main Line Between Washington and Philadelphia.

In the annual report of the Philadelphia, Baltimore & Washington Railroad of the Pennsylvania system, President Samuel Rea says that this line, being the main route between the Southern roads south of Washington and the lines owned and operated by the Pennsylvania, was greatly affected last year by the continued expansion of industrial activities and traffic due to this country's entrance into the war. Total railway operating revenues increased 30 per cent. as compared with 1916, freight revenue having increased about 22½ per cent. and passenger revenue nearly 40 per cent., the increase in freight revenue being in part due to increased rates effective during the latter part of 1917.

President Rea remarks upon the growth of travel thus: "The increase in passenger revenue is due chiefly to transportation of troops, and the great increase in travel to and from cantonments, training camps and the various cities. Washington became the headquarters of all activities affecting the war, and the hotel and other accommodations for travelers are inadequate. The passenger traffic exceeded all past records. Mail, express, incidental and all other transportation revenues also show substantial increases. \* \* \*

"The large increase in traffic was handled with slight increase in train mileage. The return on the investment in road and equipment for 1917 was 6.17 per cent., the most satisfactory result for quite a number of years, but increased wages, higher material prices and taxes and the large road and equipment expenditures essential to accommodate the traffic make it practically impossible to obtain that result in 1918 without increase of rates. \* \* \*

"The concentration of war industries and war traffic, including Camp Meade, near Odenton, Md.; the Government proving grounds, near Aberdeen, Md.; the construction of new shipyards, munition plants and many other industries along the Delaware River, including Hog Island shipyard, about one mile below the mouth of the Schuylkill River near Philadelphia, and in the nearby towns and cities, and the greatly increased passenger and freight service resulting therefrom necessitated large expenditures for road and equipment.

"It became evident early in 1916 that unless the four-tracked main line between Philadelphia and Chester, Pa., was relieved by supplementary lines great congestion and delay would result. The construction of a new double-tracked railroad was therefore authorized to extend from 60th street in Philadelphia to the Delaware and Schuylkill rivers, thence to Hog Island shipyard, Essington, and thence to Eddystone, Pa.; thence continuing as a single-track road into Chester, and south to a point north of Claymont, Del., with suitable connections with the main line and the South Chester branch. At Odenton, Md., additional facilities and a branch to the military camp were constructed, and overhead bridges were constructed at Bacon Hill and Charlestown, Md.

"The construction of additional main tracks between Wilmington, Del., and Washington, D. C., must proceed to take care of the traffic. The northern tunnels through Baltimore and the Union Station tracks and facilities there have almost reached their capacity in the rush hours, while the need for increased freight facilities in Baltimore is quite apparent. The double-tracked tunnel and approaches south of Union Station to Fulton Junction were improved and enlarged so as to provide the necessary clearances for the larger equipment and to afford better ventilation."

The income account shows that total earnings were \$33,212,404, increase as compared with 1916, \$7,665,979; total expenses \$24,588,247, increase \$5,927,963; net earnings \$8,624,157, increase \$1,738,016; net income after taxes, etc., \$7,409,653, increase \$1,284,425; gross income \$8,755,297, increase \$1,232,512; surplus after total deductions \$3,192,542, increase \$2,714,034.



**NONCONNAH YARDS TO BE ENLARGED.**

**\$500,000 Job Begun—\$135,000 for Signals Will Also Be Spent by Illinois Central and \$62,000 for Other Work.**

To adequately meet conditions resulting from a heavy increase of traffic \$500,000 will be spent to enlarge the Nonconnaah yards of the Illinois Central Railroad and its affiliated line, the Yazoo & Mississippi Valley Railroad, near Memphis, Tenn. Construction will begin immediately, and it is expected that it will be completed by fall. The grading contract has been awarded to M. J. Roach of Memphis. A. H. Egan, general superintendent of the railroad, will have supervision of the work. Three steam shovels will be put on the job at once.

It is announced that the improvement will expand the yards to such a degree that dangers of a congestion of North and South freight which meet at this point will be practically removed, and it is surmised that the Railroad Administration is looking forward to a greater use of Southern ports, principally New Orleans, so as to relieve the congestion at ports on the Eastern seacoast.

The plans for enlargement of facilities at Nonconnaah include the extension of 12 tracks in the outbound yard and 9 tracks in the receiving yard, besides the construction of 6 additional yard tracks, each with a capacity of 100 cars. New switches will be installed so that the added tracks may be used for either receiving purposes or for outbound car classification. Some curves at the western end of the yards are to be straightened, which, it is said, will greatly facilitate the use of them.

As compared with May of last year, there were handled through the Nonconnaah yards during last month a total of 122,887 cars, an increase of more than 23,500 cars, and the congestion consequent made it necessary for the railroad company to issue "hold-back" orders, a sort of embargo, until the yards could be cleared.

In addition to improving these yards, the railroad will spend \$135,000 to install automatic block signals from Memphis southward to Coahoma, Miss., 65 miles, in which section there are 20 miles of double track. There will also be spent \$62,000 to improve line by banking and ballasting between Greenwood and Grenada, Miss., on the Yazoo & Mississippi Valley Railroad.

**Federal Railroad Managers.**

Several more Federal railroad changes are announced. B. L. Winchell, regional director for Southern lines at Atlanta, has made the following appointments of Federal managers of railroads: E. H. Coapman, Washington, D. C., for the Southern Railway system, Georgia Southern & Florida Railway, Alabama & Vicksburg Railway and Carolina, Clinchfield & Ohio Railway, including the latter's line in South Carolina; C. M. Kittle, Chicago, Ill., for the Illinois Central Railroad, Yazoo & Mississippi Valley Railroad and the Gulf & Ship Island Railroad; W. L. Mapother, Louisville, Ky., for the Louisville & Nashville Railroad and the Louisville, Henderson & St. Louis Railway; R. V. Taylor, Mobile, Ala., for the Mobile & Ohio Railroad and the Gulf, Mobile & Northern Railroad; W. A. Winburn, Savannah, Ga., for the Central of Georgia Railway; J. H. Young, Norfolk, Va., for the Norfolk Southern Railroad.

Fairfax Harrison will continue as president of the Southern Railway and Milton H. Smith as president of the Louisville & Nashville Railroad, but not in relations with the Railroad Administration, just as in the case of the Baltimore & Ohio Railroad and the Pennsylvania Railroad Daniel Willard and Samuel Rea, respectively, were continued as president by their companies in corporate capacities.

Among the trunk line Federal managers just appointed are G. L. Peck, Pittsburgh, Pa., for the Pennsylvania Railroad west of Pittsburgh and Erie; C. W. Galloway, Cincinnati, O., for the Baltimore & Ohio Railroad west of Pittsburgh and Parkersburg, and G. J. Derbyshire, Peru, Ind., for the Chesapeake & Ohio Railway in that State.

**Two Short Line Railroads Suspend.**

The East Georgia Railway, 39 miles long from Register to Glennville, Ga., has sought the protection of the courts, and Joseph F. Gray has been appointed receiver, according to a report from Savannah, the bill against the line asserting that it is insolvent and unable to pay

its operating expenses, and, moreover, that it has been excluded by the Director-General of Railroads from Government operation during the war. B. K. Willingham, Hagan, Ga., is general manager of the road, which, according to an Atlanta dispatch, has notified the State Railroad Commission that it has suspended operations on account of insufficient funds.

In the case of the Hawkinsville & Western Railway, running between Perry and Hawkinsville, Ga., 22 miles, which was operated under lease by the Ocilla Southern Railroad, and which ceased operating about a month ago, the Georgia Railroad Commission has issued an order directing that operation be resumed not later than June 20, but the lessee says that the line is without sufficient funds to do so.

**Concrete Freight Car Suggested.**

It is rumored that plans for the construction of a freight car of reinforced concrete have been prepared, and that a contract has been let for the first car of this type, its capacity to be 100,000 pounds and its length 40 feet. It is said that such a car would cost less than one built of wood and steel, and that, as compared with an all-steel car, it would take only about three tons of metal instead of 16 tons, this estimate being based on a gondola car.

**Railroad Extension Completed.**

Tignall, Ga., June 11.—[Special].—The new extension of the Elberton & Eastern Railroad from Washington to Tignall, 10 miles, was placed in operation yesterday. The entrance into Tignall of the first train over the extension was celebrated by a barbecue. In a few days schedules will be perfected to start trains from Elberton and Lincolnton, connecting at Tignall for Washington, and thence with the Georgia road at Barnett.

**"Off Line" Offices Abandoned.**

The Seaboard Air Line, it is announced, has closed 20 of its "off line" freight traffic offices in various cities as follows: Augusta, Ga.; Boston, Baltimore, Chattanooga, Chicago, Cincinnati; Florence, S. C.; Greenville, S. C.; Kansas City, Louisville; Miami, Fla.; Memphis, New Orleans, New York, Nashville, Oklahoma City, Pittsburgh, Philadelphia, Rochester and St. Louis.

**Good Roads and Streets****Bonds to Be Voted.**

Comanche, Tex.—Comanche county votes July 1 on issuing \$220,000 bonds for road construction.

**Contracts Awarded.**

Griffin, Ga.—Spalding county awarded contract for 3200 linear feet permanent concrete demonstration highway.

Harrison, Ark.—Boone county awarded a \$164,478 contract for building a 37-mile road connecting with the Jefferson Highway.

**Contracts to Be Awarded.**

Bryan, Tex.—Brazos county has \$70,000 available for the construction of gravel roads and culverts.

McCormick, S. C.—McCormick county receives bids until June 27 for building 11-mile road.

St. Petersburg, Fla.—W. D. McAdoo will build 3-mile driveway on Gulf coast.

**Road Contract for \$164,478.**

Contract has been awarded at \$164,478 for constructing the Jefferson Highway cut-off, for which Boone county, Arkansas, recently invited proposals. It was obtained by Sherwood & Myers of Springfield, Mo., and calls for building a 37-mile road through the county. Pritchett & Haight of Walnut Springs, Ark., are the engineers in charge.

**Marshall Field Factory for Roanoke.**

By June 20 the Carolina Cotton & Woolen Mills Co., Spray, N. C., controlled by the Marshall Field Company of Chicago, expects to begin manufacturing underwear at Roanoke, Va. In that city the company is establishing a plant to have a daily capacity of 600 pieces of finished underwear, manufactured from cotton cloth woven at the Carolina mills in North Carolina. To begin with, there will be 100 women employed, and the garments will be cut and finished from the whole cloth, for sale in the Marshall Field department store at Chicago.

**TEXTILES****Georgia Mills Capitalized at \$60,513,380.**

Referring to the progress of the textile manufacturing industry of Georgia during the past year, the Georgia State Department of Commerce and Labor has issued a report, which includes the following statements:

"All the manufacturing industries in Georgia made very gratifying progress. The textile mills did splendid work, especially on such articles as are most essential to the war work of the Government. There was a falling off in the manufacture of the lighter grades of cloth and fancy articles, but a large increase in the production of the heavier kinds of cloth, such as would be the most serviceable for army use. The increase in looms was small, but the number of spindles gives evidence of the addition of new machinery to the old mills and the equipping of some new factories. In many of the mills a night force was employed in addition to the day workers.

"The capital of the mills increased from \$51,512,129.25 in 1916 to \$60,513,380.17 in 1917. The cost of materials, which in 1916 was \$49,450,332.71, increased to \$102,922,982.03 in 1917. The value of output was \$96,193,733.79 in 1916 and \$147,405,132.33 in 1917. The raw material used in 1916 was 411,812,503 pounds, and 414,249,967 pounds in 1917. The manufactured products measured in pounds, yards and dozens, as the units of which cloth, towels, socks and knit underwear are sold, were 782,878,425 in 1916 and 792,599,924 in 1917. The active spindles (ring and mule) in 1916 were 2,330,000, as compared with 2,448,260 in 1917. The twister spindles numbered 296,437 in 1916 and 298,144 in 1917. The looms numbered 45,864 in 1916 and 46,038 in 1917.

"The money paid out for salaries of officers and clerks, for wages to the employees and for repairs and new machinery amounted to \$18,625,182.28 in 1916 and \$23,661,527.30 in 1917, an increase of \$5,036,345.02. The cost of raw materials in 1916 was \$49,445,332.71; in 1917, \$102,922,982.03, an increase of \$53,477,649.32. The total expenditures for 1916, including all salaries, repairs and new machinery and cost of raw materials, amounted to \$126,504,509.93, an increase of \$53,513,994.34. The value of the finished products in 1916 amounted to \$96,193,733.79, and in 1917 it amounted to \$147,405,132.33, an increase of \$51,211,398.54."

**Additional Magnet Hosiery Mill.**

Plans and specifications are being prepared for the branch plant which the Magnet Knitting Mills, Clinton, Tenn., will build at Coal Creek, Tenn., Manley & Young of Knoxville being the architects in charge. The building will be of semi-mill construction, 200 feet long by 60 feet wide, costing \$20,000. It will be equipped with 150 knitting and electric power equipment costing \$50,000 for a daily output of 1000 dozen pairs of hose. This plant will employ 250 operatives.

**Textile Notes.**

Report states that the Berryton (Ga.) Cotton Mills will add new machinery.

Contract has been awarded for 1248 new spindles to be added by the Rockfish Mills of Hope Mills, N. C.

The Vivian Cotton Mills, Cherryville, N. C., will add 2000 spindles, and this new equipment has been purchased.

The Gate City Cotton Mill of College Park, Ga., has completed an installation changing its power equipment to the electric drive.

It is reported that the Ashcraft Cotton Mills, Florence, Ala., will double equipment and include the installation of 100 automatic looms.

Hosiery will be the product of the Tarboro (N. C.) Knitting Co., incorporated with \$150,000 capital by C. W. Jeffreys, R. J. Walker and others.

P. O. Keilholtz of Baltimore is the engineer-architect for the additional mill recently mentioned as to be built by the Virginia Woolen Co. of Winchester, Va. This new building will be of mill construction, four stories high, 150 feet long by 60 feet wide, costing \$80,000.

An increase of capital from \$3,000,000 to \$6,000,000 has been announced by the Bibb Manufacturing Co. of Macon, Ga., this action being to meet war conditions. The Bibb mills comprise four plants at Macon, two at Porterdale, one at Columbus and one at Reynolds, all in Georgia.

## MECHANICAL

Illustrations and descriptions having news value pertaining to developments in machinery, mechanical devices and inventions will be considered for use in this department.

### Car Unloader for Coal, Stone, Sand, Etc.

Another step in the substitution of mechanical devices for common labor has been shown in a car unloader which empties rapidly and economically cars containing



HOW THE CAR UNLOADER WORKS.

coal, sand, gravel, etc. One of these outfits, made by the Columbus Conveyor Co. Columbus O. and installed especially for handling coal has won the hearty appreciation of the company purchasing it because prior to its use 30 men were employed every month to unload coal whereas now only 10 are employed. Moreover, the machine accomplishes the unloading with such speed that, while car demurrage bills once ran into large figures, there has not been any such charge on hopper-bottom cars since this unloading system was put in service. The manufacturers guarantee that a two-hopper bottom car can be unloaded in one and one-half hours, but in actual work it has developed that the using company has unloaded seven cars in a 10-hour day with the employment of only three men. Considering the saving of both demurrage and labor, the company has told the manufacturers that the saving accomplished in three months will pay for the whole outfit.

Instead of having the coal or other material dropped on the ground out of the car to be moved by hand labor to a desired place, this conveyor system drops it directly from the car into traveling buckets, which elevate it to a bin, and the operations are practically automatic. For distribution purposes a truck or wagon is driven under the bin, whence the coal, sand, gravel or other material is allowed to fall into it. A five-ton truck, for instance, is loaded and ready to go in half a minute. The saving of time in loading as compared with shoveling is in many cases equal to the time of delivery, so that the number of trucks necessary is materially reduced.

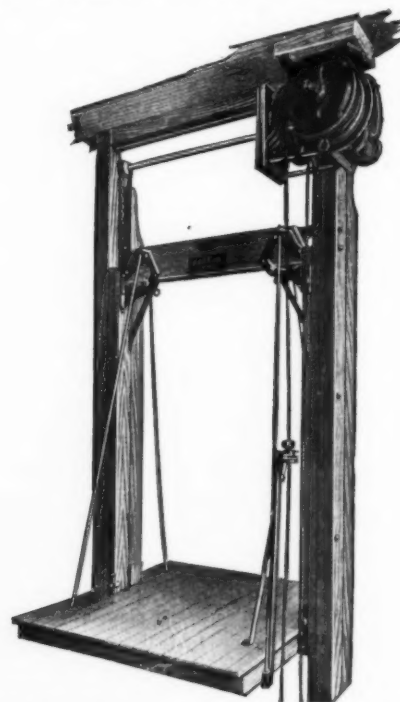
While the conveyor shown in the accompanying illustration is used by a company of coal dealers, the same results as to unloading, storage, loading into trucks and delivery are said to be accomplished in handling other products, broken stone, gravel, sand and other substances being disposed of with like speed and economy.

### Useful Device for Small Elevators.

A hand-power elevator which has been changed to an electrically-operated elevator is displayed in the accompanying illustration. This is a small elevator for retail stores or other establishments where it is not desired to carry loads exceeding 1500 pounds. The electric motor, the controller and the winding machine are all in one piece, and can be attached to any hand-power elevator at small cost, giving great advantages over the old method of operating by hand.

This machine is controlled by a cable passing down through the hatchway, so by pulling down on the cable

the motor is to be used on a hand elevator already installed, they must be informed as to the side on which the wheel is located, the kind of elevator used and its make. If an entirely new elevator is to be purchased, the size of platform desired, the distance from floor to



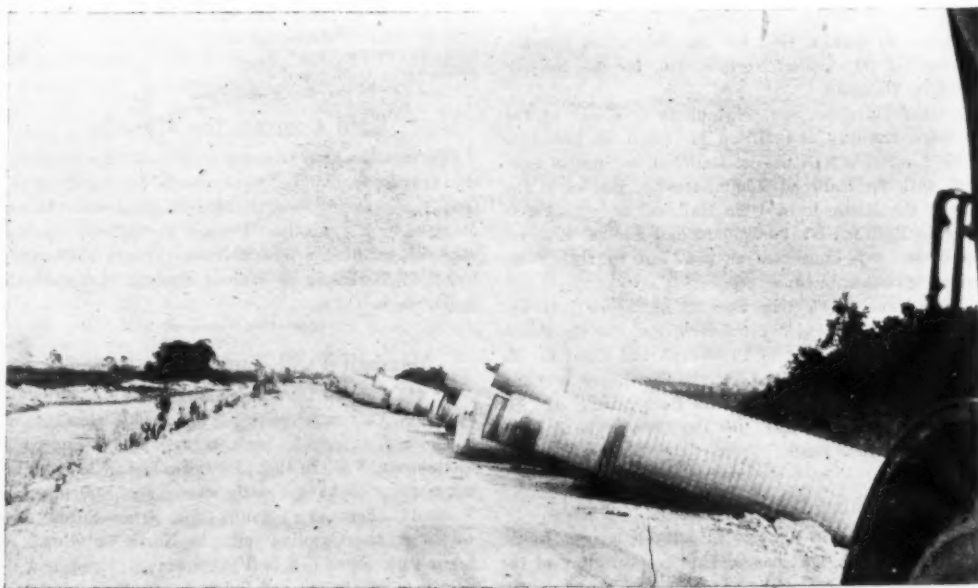
HAND ELEVATOR CHANGED TO ELECTRIC POWER.

floor and the distance from the upper floor to the ceiling of each story in the building must be given.

This useful device is manufactured by the Kimball Brothers Company of Council Bluffs, Iowa, which also makes all kinds of passenger and freight elevators, from a dumbwaiter operated by hand power to a 40,000-pound electric elevator.

### New Texas Sulphur Development.

Matagorda, Tex., June 11—[Special.]—The Gulf, Colorado & Santa Fe Railroad will build a spur track from Stewart Switch, six miles north of here, to Big Hill, a distance of about seven miles, for the purpose of providing a transportation outlet for the sulphur mine which the Gulf Sulphur Co. is developing at Big Hill. This company will install a large amount of machinery, including boilers and steam equipment. The plant will be operated to dissolve the sulphur in its subterranean bed and to force it in liquid form out of deep wells to the surface, where the product quickly hardens. The company has already bored several wells and has penetrated a large deposit of sulphur of great thickness.



A MILE OF ARMCO PIPE ON THE TAMiami TRAIL THE NEW ROAD ACROSS THE FLORIDA EVERGLADES FROM MIAMI TO TAMPA.



# Construction Department

## EXPLANATORY

The MANUFACTURERS RECORD seeks to verify the items reported in its Construction Department by full investigation. It is often impossible to do this before the item must be printed or else lose its value as news, and in some items it is found advisable to make statements as "reported" or "rumored," and not as positive information. If our readers will note these points they will see the necessity of the discrimination. We are always glad to have our attention called to errors that may occur.

## DAILY BULLETIN

The Daily Bulletin of the Manufacturers Record is published every business day in order to give the earliest possible news about new industrial, commercial, building, railroad and financial enterprises organized in the South and Southwest. It is invaluable to manufacturers, contractors, engineers and all others who want to get in touch at the earliest moment with new undertakings, or the enlargement of established enterprises. The subscription price is \$20.00 per year.

## AIRPLANE PLANTS, STATIONS, ETC.

Fla., Key West.—Airplanes.—Bureau of Yards and Docks, Navy Department, Washington, D. C., will extend naval air station; cost \$110,500; Specification 3021.

Fla., Pensacola.—Hangars.—Bureau of Yards and Docks, Navy Department, Washington, D. C., will construct 2 hangars at navy-yard; cost \$100,000; Specification 3065; bids until June 10.

## BRIDGES, CULVERTS, VIADUCTS

Fla., Pensacola.—Escambia County Commissioners, Jas. Macgibbon, Clerk, ask bids until June 24 to construct steel highway bridge, with timber approaches, across Bayou Chico, near Pensacola; also bids to construct steel and concrete bascule or lift bridge across Bayou Chico; issue \$25,000 warrants. Lately noted. (See Machinery Wanted—Bridges.)

Mo., Elkton.—State Roads Comsn., 601 Garrett Bldg., Baltimore, has plans for drawbridge across Bohemia River in Cecil County, about 4 mi. from river's mouth.

Fla., St. Petersburg.—W. D. McAdoo will build \$60,000 bridge connecting mainland with Pass-a-Grille Island; let contract to E. W. Parker, Tampa, Fla.

Mo., White Plain.—Philadelphia, Baltimore & Washington R. R., J. C. Auten, Principal Asst. Engr., Wilmington, Del., will construct 1200-ft. trestle in connection with 14½-mi. railroad, White Plain to Indian Head, to be constructed under supervision Pennsylvania R. R., by direction of Navy Dept.

Mo., Hubers Ferry.—Cole County Comms., Jefferson City, and Osage County Comms., Linn, Mo., will build bridge costing \$105,000; location 13 mi. southeast of Jefferson City; reinforced concrete construction with Wadell lift draw span; 813 ft. long; 18-ft. clear width for roadway; E. F. C. Harding, County Engr., Jefferson City; Wadell & Son, Const. Engrs., 934 Wyandotte St., Kansas City, Mo. (Previously noted.)

Mo., Versailles.—Moniteau Ry. Co., Lytleton Price, Ch. Engr., will build 5 bridges, totalling about 1100 ft., in connection with construction of 9-mi. railway; Cook & O'Brien, Contrs., Railway Exchange Bldg., Kansas City, Mo. (See Machinery Wanted—Shovel.)

N. C., La Grange.—Lenoir County Comms. let contract Luten Bridge Co., Knoxville, Tenn., at \$6080 to construct steel bridge; 2 spans, 38 ft. each. (Lately noted inviting bids.)

N. C., Severn.—Northampton County will construct concrete bridge across Meherrin River, between Boykin, Va., and Severn; for plans and specifications address C. R. Revelle, Secy. Road Board of Kirby Township, Conway, N. C.; invites bids. (See Machinery Wanted—Bridge Construction.)

Tex., Ballinger.—Runnels County Comms. will construct more substantial bridge across Colorado River to replace concrete structure damaged by flood at loss of \$500.

## CANNING AND PACKING PLANTS

Ala., Anniston.—Wm. L. Rupe, Dawson, Ga., plans to establish cannery.

Fla., Carrabelle.—Great South Food Producing Corp. of Georgia and Florida, 78 Auburn Ave., Atlanta, Ga., being organized, capital \$75,000, by E. W. Drake (general manager), 34 S. McDaniel St., Atlanta, and H. J. Gaertner (secretary-treasurer), Oglethorpe University, Ga.; Harry C. Norton, Constr. Engr., Kirk, Ky.; building plans not decided; also develop land. See Land

Developments. (H. G. Norton and E. W. Drake lately noted as contemplating establishment of canneries.)

Fla., Fort Pierce.—F. B. Nordman, Ormond Beach, Fla., will establish plant; leased building; install machinery to extract juice from fruit; send product to his Ormond plant for manufacture into finished product.

S. C., Orangeburg.—Orangeburg Packing Co., M. P. Burt, Mgr., will erect 3-story, 60x65-ft., semi mill-construction building; cost \$25,000; separate contracts have been let; construction mainly by the company; plans by Wilson & Sompayrac, Columbia, S. C.; install refrigeration piping.

Tex., Beaumont.—C. L. Rutt interested in plan to establish cannery

Va., Melfa.—Melfa Canning Co. chartered; capital \$20,000; Harvey L. Chase, Pres.

## CLAYWORKING PLANTS

Miss., Stovall.—Cement Bricks.—M. M. Alsop, Clarksdale, Miss., will establish factory for cement bricks.

Mo., St. Louis.—Clay Products.—Laclede-Christy Clay Co. will expend \$10,000 to repair factory building.

## COAL MINES AND COKE OVENS

Ala., Adger.—Eagle Coal Co. organized with J. C. Mabon, Jr., Birmingham, as Pres.; develop coal mines near Adger; contemplated daily output 250 tons coal.

Ala., Birmingham.—Federal Coal Co. increased capital from \$20,000 to \$40,000.

Ala., Dora.—Dora Fuel Co., capital \$30,000, inctpd. by F. C. Marquis, R. L. Leonard and others.

Ala., Jasper.—Union Coal Co. of America, capital \$2000, inctpd. by B. F. Borden, A. F. Fite and Mary L. Reed.

Ala., Parrish.—Railway Fuel Co. increased capital from \$100,000 to \$200,000.

Ala., Talladega.—Uraga Dock Yard Co., Tokyo, Japan, T. Hiraoka, Talladega representative, will operate coke ovens at Talladega and Coal City.

Ark., Clarksville.—Smokeless Anthracite Coal Co. increased capital from \$10,000 to \$35,000.

Ky., Ashland.—Edgemont Fuel Co. increased capital from \$10,000 to \$25,000.

Ky., Bee Pee.—Williams By-product Coal Co. organized; J. W. Williams, Pres., Fountain City, Tenn.; develop 1500 acres land to daily output 1500 tons coal; purchased machinery, including electric equipment at cost \$150,000.

Ky., Blackey.—Johnsons Fork Coal Co., capital \$100,000, organized by P. M. McClanahan and others of Charleston, W. Va.; develop coal mines on Rockhouse Creek.

Ky., Charles.—Bewley-Darst Coal Mining Co., Hazard, Ky., purchased Coneva plant; expend several thousand dollars for improvement.

Ky., Circle City.—Circle City Coal Co. increased capital from \$50,000 to \$100,000.

Ky., Goose Rock.—Columbia-Panama Coal Co., H. H. Hardinge of Chicago, Pres.; W. A. Calhoun of Paducah, Ky., Chief Engr., plans development 2000 acres coal land on Cumberland & Manchester R. R.; build mining town; beginning survey for railway. (See Machinery Wanted—Railway Supplies; Building Materials; Mining Machinery.)

Ky., Harlan.—Mine Run Coal Co. increased capital from \$3000 to \$10,000.

Ky., Hazard.—Overland Coal Co., capital \$15,000, inctpd. by T. M. McConnell, C. E. Carlin and C. B. Rose.

Ky., Mayking.—B. F. Kincer and others are reported to develop leased coal land on Pine Creek headquarters.

Ky., Paintsville.—Paintsville Coal Co., capital \$15,000, inctpd. by H. S. Howes, R. A. Patrick and Dan Wheeler.

Ky., Reidsville.—John's Run Coal Co., S. M. Bradley, Pres., Morehead, Ky., lately noted increasing capital from \$15,000 to \$30,000, will develop 2000 acres; daily output 2 cars; later may install machinery.

Ky., Star Hill.—Star Hill Coal Co. organized; E. W. Roach, Pres.-Mgr.; J. B. Rogers, V.-P.; G. W. Nicholson, Secy.-Treas.; develop 135 acres; capacity not decided; install mining machinery. Lately noted inctpd., capital \$3000. (See Machinery Wanted—Mining Machinery.)

Ky., Whitesburg.—Johnson's Fork Coal Co. organized by P. M. McClanahan, Charleston, W. Va., and others; capital \$100,000; mine coal on Louisville & Nashville R. R. branch up Rockhouse Creek.

Mo., Offutt Station.—Taylor-Offutt Coal Co. organized; Hollinshead N. Taylor, Pres., Philadelphia, Pa.; Wm. R. Offutt, V.-P.; Julius C. Renninger, Secy.; both of Oakland, Md.; main office, 300 Chestnut St., Philadelphia; M. Allen Stockton, Const. Engr., Real Estate Trust Bldg., Philadelphia; lease Garrett County coal land from Offutt estate; mine coal for N. & J. Taylor Co. steel and tin-plate plant at Cumberland.

Tenn., Chattanooga.—United States Colliery chartered by T. O. Bushee, A. L. Butler, M. W. Jackson and others; capital \$25,000.

W. Va., Bradshaw.—Bradshaw Coal Co., Bluefield, W. Va., organized; Edwin Mann, Pres.; Geo. S. Strader, Secy.-Treas.; both of Bluefield, W. Va.; Robt. J. Hancock, V.-P., Lynchburg, Va.; C. L. Biddison, Engr., War Eagle, W. Va.; purchased holdings of Bradshaw Pocahontas Coal Co., McDowell County; will purchase new equipment, cost \$75,000; electricity from Appalachian Power Co., Bluefield. (Under Va., Lynchburg, lately noted inctpd., \$300,000 capital.)

## CONCRETE AND CEMENT PLANTS

Okla., Hartshorne.—Portland Cement.—Choctaw Portland Cement Co., Tulsa, does not contemplate building additional mills; has installed another kiln. (Previously noted increasing capital from \$1,250,000 to \$1,500,000.)

Tex., Beaumont.—Cement Products.—Cement Supply & Products Co., capital \$2500, inctpd. by H. G. Tenholder, J. T. Booth and R. A. Heartfield.

## COTTON COMPRESSES AND GINS

Fla., De Land.—W. A. Stringfellow and others will erect cotton gin; 3 stories; 1-saw gin for short-staple and two long-staple gins, scales, conveyors, etc.; ordered machinery.

Mo., Cardwell.—Cardwell Gin Co., capital \$10,000, organized with Chas. Riggs, Pres.; J. M. Seaborn, V.-P.; W. H. Brewer, Secy.-Treas.; erect cotton gin.

S. C., Cartersville.—Farmers' Ginning Co., organized; M. C. Cothran, Pres.; J. Monroe Hill, Secy. (See Machinery Wanted—Cotton Gin.)

## COTTONSEED-OIL MILLS

Ala., Birmingham.—Union Cotton Oil Co., Fifth Ave. and 46th St., East Birmingham, will rebuild plant burned several months ago; erect brick building; cost \$12,000.

## DRAINAGE SYSTEMS

Fla., Miami.—Golden Glades Farms (Florida Cultivating Co.), J. D. Shiskin, Gen. Mgr., contemplates construction of 6-mi. canal. (See Land Developments.)

Fla., Miami.—Directors Southern Drainage Dist., Geo. T. Morgan, Secy., is having plans prepared by Southern Engineering & Construction Co. for drainage and reclamation of 135,000 acres of land; completed surveys.

Ky., Gilbertsville.—Marshall County Commissioners, Benton, Ky., will construct drainage system to reclaim 7000 acres in Cypress Swamp Dist.

Ky., Henderson.—Henderson County Diamond Island Bend Drainage Dist., A. Hat-

chett, Secy., Comms., will readvertise bids for drainage system construction; received no bids. (Bids lately noted for June 4.)

La., Shreveport.—Comms. Caddo Levee Dist., W. A. Kerley, Secy., asks bids until June 26 to improve drainage through existing channel ways, from opposite Clyde Place, on Black Bayou, to mouth of Gilmer's Ditch, at Twelve-Mile Bayou, all in Lake Region, Caddo Parish; 1,000,000 cu. yds. excavation; bids were previously noted for earlier date. (See Machinery Wanted—Drainage.)

Tenn., Jackson.—Drainage Dist., A. W. Stovall, Chrmn., will construct 5.4 mi. canal for drainage system; 100 ft. wide; 61,962 cu. yds. earth removal; bids until June 17; Madison County lately noted inviting other bids. (See Machinery Wanted—Canal Construction.)

Tenn., Trenton.—Directors Drainage Dist. No. 6 of Gibson, Weakley and Carroll Counties, W. W. Powers, Chrmn., let contract Walcott Dredging Co. of Lafayette, Ind., to construct drainage system; reclaim 25,000 acres farming land; main canal, 25 mi. long; width to vary from 35 to 60 ft.; excavation 2,065,000 cu. yds.; issued \$200,000 bonds; Ferree & McCleskey, Engr., Memphis. (Lately noted inviting bids.)

## ELECTRIC PLANTS

Fla., Bradentown.—City contemplates installation electric-lighting plant. Address The Mayor.

Ga., Brunswick.—Butterworth-Judson Corporation, 61 Broadway, New York, will build electric plant furnishing light and power to \$2,000,000 industrial city development for \$5,000,000 pieric acid plant it is constructing.

Mo., Kansas City.—H. L. Tomlin, 907 Sharp Bldg., will erect service building; 1 story and basement; 75x100 ft.; cost \$15,000; Geo. Bowling & Son, Contrs., 907 Sharp Bldg.; R. J. Raney, Archt., 4117 S. Benton St.; both of Kansas City.

Miss., Drew.—City issued \$15,000 bonds for electric-light plant; A. D. McFarlane, Mayor.

Mo., Adrian.—City voted on proposition to grant franchise for electric-light system to Mr. Green.

Mo., Archie.—Green Light & Power Co., Pleasant Hill, Mo., will build transmission system connecting Archie and Pleasant Hill; cost \$100,000; awarded all contracts.

Mo., Cameron.—Electric Light Committee is considering installation of forced draft system in electric-power plant.

Mo., Maysville.—City is reported as contemplating improvements to electric-light plant. Address The Mayor.

Mo., St. Louis.—Union Electric Light & Power Co. will remodel boiler-house; cost \$15,000.

Tex., Del Rio.—Del Rio Laundry will construct ¾-mi. electric transmission line. (City lately incorrectly noted as to install electric plant.)

Tex., Galveston.—Brush Electric Co. will rebuild power plant at 26th and Postoffice Sts. reported burned at loss \$50,000.

W. Va., Mullens.—Wyoming Water & Light Co., capital \$50,000, inctpd. by D. D. Marion, D. M. Klein, N. C. Bunch and others.

## FLOUR, FEED AND MEAL MILLS

Okla., Durant.—Durant Grain & Elevator Co., E. M. Stewart, V.-P. and Mgr., will erect concrete fireproof building of 150,000-lb. storage and 500-bbl. corn-mill capacity; Contractor, Burrell Engineering Co., Oklahoma City. (See Miscellaneous Enterprises.)

Okla., Durham.—Durham Milling Co., capital \$20,000, inctpd. by Fred. H. Ogle, Wm. Mueller and W. E. Potts.

Okla., Enid.—Hunter Milling Co., capital \$30,000, inctpd. by A. R. Hacker, C. H. Hacker and M. B. Morris.

Okla., Oktaha.—Oktaha Mill & Elevator Co., J. B. Kilgore, Jr., Pres., will manufacture corn meal and feed; commence milling in fall; lately noted inctpd., \$6000 capital. (See Miscellaneous Enterprises.)

Tenn., Acton.—Acton Flour Mill, N. Hardwick, Mgr., will build plant; 30x25-ft. ordinary construction building; daily capacity 25 bbls. flour; purchased machinery costing \$2500. (Acton Agricultural Club lately noted to erect flour mill.)

Tenn., Sparta.—Rozler & Baker will rebuild feed mill reported burned at loss of \$75,000.

### FOUNDRY AND MACHINE PLANTS

Ala., Alabama City.—Machine Shop.—Dwight Mfg. Co. is having plans prepared for wood and iron shop to repair its cotton-mill machinery; structure will be 50x65 ft., 2 stories, brick and mill construction.

D. C., Washington.—Brass Foundry.—Bureau Yards & Docks will construct core ovens at navy yard brass foundry; estimated cost \$25,000. (See Machinery Wanted—Core Ovens.)

Ky., Hazard.—Electrical Repairs.—Electrical Supply & Repair Co. will build \$20,000 machine and repair plant.

Ky., Louisville.—Storage Batteries.—Louisville Storage Battery Co., capital \$15,000, inceptd. by W. G. Heist, A. G. Heist and Walter Huffaker.

Md., Baltimore.—Munitions.—Bartlett-Hayward Co., Scott and McHenry Sts., will erect two 1-story buildings at Putnam St. and Columbia Ave.; 130x450 ft. and 130x375 ft., respectively; Parker, Thomas & Rice, Archts., Union Trust Bldg., Baltimore.

MG., Curtis Bay.—Copper Foundry, etc.—Curtis Bay Copper & Iron Works will build plant; Wm. F. Cochran, Ch. Engr., advises Manufacturers Record: Main office at South Baltimore; shop buildings of steel and hollow tile; dimensions of the 3 buildings 120x69 ft., with standard balcony, machine-shop type; designed by our engineers. (Lately noted inceptd. with \$1,000,000 capital to build plant manufacturing copper and iron products for maritime purposes.)

Mo., Kansas City.—Steel Products.—Butler Mfg. Co. will build plant; 1 story and basement; 126x270 ft.; Collins Bros., Contrs., 526 Rialto Bldg., Kansas City; Shepard, Farrar & Wiser, Archts., 1202 R. A. Long Bldg., Kansas City.

Okla., Ardmore.—Cotton Chopper, etc.—Oklahoma Cotton Chopper Co., 127½ W. Main St., organized; Robt. F. Scivally, Pres.; Walter Colbert, V.-P.; W. S. Smith, Secy.; will erect building; plans not decided; install machinery to manufacture cotton chopper and other implements. (Lately noted inceptd., \$25,000 capital.)

S. C., Columbia.—Grist Separators.—Capital Grist Separator Co., capital \$10,000, inceptd. by B. B. Kirkland and G. B. Bundrick.

S. C., Columbia.—Engines.—Tolzer Engine Works, capital \$50,000, inceptd.; T. Fraser Dial, Pres.-Treas.; J. P. Matthews, V.-P.; Geo. L. Dial, Secy.

S. C., Orangeburg.—Heating Plants.—Orangeburg Heating Co., capital \$500, chartered; P. M. Smoak, Pres.; M. P. Burt, Secy.-Treas.

### GAS AND OIL ENTERPRISES

Ky., Beattyville.—Oil Refinery.—Beattyville Refining Co., capital \$250,000, inceptd., C. L. Rimlinger, M. C. Clancy, F. A. Armstrong, all of Wilmington, Del.

Ky., Jackson.—Kash Oil & Gas Co., capital \$30,000, inceptd. by H. H. Huston, Geo. A. Raul and J. A. Little.

Ky., Lexington.—Himyar Oil & Gas Co., capital \$60,000, inceptd. by W. J. Geary, S. C. Dobbs and F. F. Davis.

Ky., Louisville.—Ohio Valley Oil & Gas Co., capital \$25,000, inceptd. by W. J. Gibson and others.

Ky., Winchester.—Alakyla Oil & Gas Co., capital \$1,000,000, inceptd. by George B. Williams of Winchester, Ky., W. E. Williams, Lexington, Ky., H. M. Collins, Frankfort, Ky., and J. H. O'Rear, Clay City, Ky.

La., New Orleans.—Gas Plant.—Gulf States Gas Corp. chartered by F. D. Buck of New Castle, Del., M. L. Horty and K. E. Longfield, both of Wilmington, Del.

La., Shreveport.—Oil Pipe Line.—Caddo Oil & Refining Co., 712 Commercial Bank Bldg., will lay 60-mi. 4-in. line; 4000-bbl. pumping station; R. G. Stoner, Engr.

Okla., Ardmore.—Oil Refinery.—Ardmore Producing & Refining Co. increased capital from \$200,000 to \$1,000,000.

Okla., Chickasha.—R. M. Sanders Oil & Gas Co., capital \$75,000, inceptd. by M. Brittain of Chickasha, Henry E. Shaffer and Ray McCormick of El Reno, Okla.

Okla., Hominy.—Welleland Oil Corp., capital \$25,000, chartered by W. J. E. Harper, Van Morgan and I. L. Bagwell.

Okla., Okmulgee.—Gasoline.—French Oil Co. will rebuild casing head gasoline plant reported burned at loss of \$10,000.

Okla., Oklahoma City.—Okmulgee-Youngstown Oil Co., 400 Baltimore Bldg., inceptd., \$30,000 capital, by Jos. Milam, E. C. Milam and A. N. Satterfield. (Lately noted as Youngstown Oil Co.)

Okla., Okmulgee.—Flennola Oil, Gas & Mining Co., capital \$100,000, inceptd. by J. L. W. O. and F. R. Henson; all of Boynton, Okla.

Okla., Ringling.—Scurry Oil Co., capital \$200,000, inceptd. by A. McCrory and others.

Okla., Tulsa.—Gas Products.—Broken Arrow Gas Products Co., capital \$500,000, inceptd. by J. A. Bearman, W. G. Kline and G. H. Gibbs.

Okla., Tulsa.—Gasoline.—Mark Gasoline Co., capital \$100,000, inceptd. by Mark E. Carr, J. Ed Belch and L. F. Broach.

Tex., Brownwood.—Globe Oil & Gas Co., capital \$50,000, inceptd. by E. H. Layne, R. M. Davenport and R. F. Honea.

Tex., Brownwood.—Globe Oil & Gas Co., capital \$50,000, inceptd. by E. H. Layne, R. M. Davenport and R. F. Honea.

Tex., Brownwood.—Oil Refinery.—Brown-Ard Refining Co. will build refinery with initial daily capacity 500 bbls. oil.

Tex., Mineral Wells.—Gas Pipe Line.—Consumers' Gas & Fuel Co. chartered with \$5,000,000 capital; G. E. Wilson, Pres.; Thos. Owen, V.-P.; T. A. Gross, Treas.; succeeds company of same name; owns lands, wells, pipe lines, etc.; plans additional developments, especially as needed for furnishing gas for fuel to manufacturing plants in Fort Worth and Dallas.

Tex., Ranger.—Royalty Oil Co., 5th floor, Grain Exchange Bldg., Fort Worth, organized with \$1,000,000 capital; M. W. Cartwright, Mgr., Fort Worth; controls interest in 334 acres near Ranger.

### ICE AND COLD-STORAGE PLANTS

Ga., Athens.—H. J. Flack, Representative Armour Carlines of Fruit Growers' Express, Macon, Ga., will establish icing plant.

Ga., St. Marys.—R. O. Bowers, Jr., may install 25-ton ice plant. (See Machinery Wanted—Ice Plant.)

La., Westwego.—Westwego Ice Co., capital \$35,000, inceptd. by Peter Buchler, Jos. Vallee, C. A. Buchler and others.

Ky., Louisville.—Louisville Ice & Cold Storage Co., capital \$100,000, inceptd. by Heywood Cochran, Myron Spuds and Arnold Totman.

Mo., Kansas City.—Kidenour Bakery & Grocery Co. will erect addition to cold-storage plant and wholesale grocery warehouse; J. W. McKecknie and F. E. Track, Associated Archts., Natrop Bldg.; H. A. Noble, Engr., 1118 McGee St.; both of Kansas City.

N. C., Durham.—City contemplates establishing ice plant; cost \$50,000; R. L. Baldwin, Chrmn. Committee.

Tex., Denison.—City contemplates building ice factory. Address The Mayor.

### IRON AND STEEL PLANTS

Ala., Talladega.—Iron Furnace.—Uraga Dock Yard Co., Tokyo, Japan, T. Hirooka, Talladega representative, will repair blast furnace; blow in by July 15 with daily output 200 tons iron.

### IRRIGATION SYSTEMS

Mo., Newark.—D. R. Downing contemplates installation of system to irrigate 500 acres; probably pumping plant to force water from 20-ft. ditch bottom; 600 or 700 ft. 8-in. pipe. (See Machinery Wanted—Irrigation Equipment.)

### LAND DEVELOPMENTS

Fla., Carrabelle.—Great South Food Producing Corp. of Georgia and Florida, E. W. Drake, Gen. Mgr., being organized, capital \$75,000; develop 2500 acres land, partly at Carrabelle, Franklin County. (See Canning and Packing Plants.)

Fla., Fort Myers.—Inlet Land Co. chartered; \$10,000 capital; Geo. W. Dunham, Pres.; Jas. Hutton, Secy.-Treas.

Fla., Miami.—Golden Glades Farms (Florida Cultivating Co.), A. N. Sakhnovsky, Pres., and J. D. Shiskin, Gen. Mgr., advises Manufacturers Record further relative to lately-noted purchase of 10,850 acres Dade County land, 20 mi. from Miami: Mainly agricultural enterprise; 18 sections muck land; contemplates cultivating sugar cane, rice, corn, cotton, sorghums, small grains; also raise live stock, mainly hogs; planning 6-mi. canal; on completion will have 90 mi. cross ditches; build warehouse and dwellings for workmen and colonists; has placed some machinery.

Fla., Quincy.—La Violeta Plantation organized; F. B. Griffen, Pres.; Wm. M. Corey, Secy.-Treas. and Gen. Mgr.; develop 3500 acres for general farming. (Lately noted inceptd., \$100,000 capital.)

Fla., Tampa.—Petteway Fruit & Farms Co. organized; G. A. Petteway, Pres.; develop 600 acres in De Sota County for farming, truck and fruits. (Lately noted inceptd., \$30,000 capital.)

N. C., Charlotte.—Directors Oaklawn Cemetery. J. J. Misenheimer, Secy., will issue \$10,000 stock to improve cemetery; contains 126 acres.

S. C., Charleston.—Charleston Heights Corp., capital \$15,000, chartered by John P. Cox and J. H. Armstrong.

S. C., Florence.—Florence Development Co., capital \$50,000, inceptd.; J. C. Williamson, Pres.; M. S. Haynsworth, V.-P.; J. C. Crowell, Secy.-Treas.

S. C., Charleston.—South Edisto Farms Corp., capital \$30,000, chartered by Augustus T. Smythe and L. A. Edwards.

### LUMBER MANUFACTURING

Ala., Tuscaloosa.—Tuscaloosa Lumber Co. will rebuild plant burned at \$60,000 loss.

Fla., Coachman.—Tarpon Lumber Co. will rebuild plant burned at loss of \$20,000.

Fla., Montbrook.—Wade, McNair & Arthur will rebuild lumber mill reported burned.

Ky., Winchester.—R. P. Scobee & Son will build lumber plant to cost \$15,000.

N. C., Cary.—Cary Lumber Co. increased capital from \$50,000 to \$100,000.

Tenn., Knoxville.—Talladega Land & Lumber Co., capital \$100,000, inceptd. by Walter McCoy, J. W. Wallace, R. M. Jones and others.

Tenn., Bon Air.—Bon Air Lumber & Mfg. Co., \$100,000 capital, chartered by M. M. Ransom, R. T. Wilson, S. C. Ewing and Robt. Lusk; manufacture lumber from timber on land of Bon Air Coal & Iron Corp.

W. Va., Clarksburg.—Long Timber & Lumber Co. chartered by Paul Reutter, Donald Maffett, J. H. Hoffman and others; capital \$50,000.

### METAL-WORKING PLANTS

Mo., St. Louis.—Brass Foundry.—H. P. Mueller will erect foundry; 2 stories; 70x110 ft.; plans being prepared; Kresse & Ernst, Archts., Victoria Bldg., St. Louis.

W. Va., Wheeling.—Tools.—James Maher Pipe Tongs & Wrench Co., capital \$100,000, inceptd. by S. M. Noyes, M. E. McComb, L. B. Sarge and others.

### MINING

Ala., Birmingham.—Graphite.—International Graphite Corp. chartered by J. Berry Baugh of Birmingham, S. Smith of Cincinnati, O., J. V. Morris of Washington, D. C., and others; capitalization \$1,000,000.

Ala., West Blocton.—Blockton Mining Co. organized; E. D. Reynolds, Pres.; G. W. Randall, V.-P.; W. R. Young, Secy.-Treas.; W. M. Evans, Mgr.; develop 160 acres; daily output 300 tons. Under Ala., Blockton, lately noted inceptd., \$50,000 capital. (See Machinery Wanted—Hoist; Ventilating Fan.)

Ark., Yellville.—Lead and Zinc.—Ozark Mining & Milling Co. organized; E. T. Stinchcomb, Pres., Lehigh, Okla.; N. E. Chanell, V.-P., Wapanucka, Okla.; E. A. Newman, Secy., Atoka, Okla.; E. E. Scofield, Engr., Yellville; mine lead and zinc; contemplates installing 100-ton concentrating mill. (See Machinery Wanted—Concentrating Mill.)

Ky., Marion.—Fluor Spar.—Union Spar Co., capital \$25,000, inceptd. by T. J. McReynolds, Gipp Watkins and J. E. Stone.

Ky., Winchester.—Salt.—Champion Fibre Co., Reuben B. Robertson, Gen. Mgr., Canton, N. C., advises Manufacturers Record: Plans not sufficiently developed for publication. (Previously reported to mine salt.)

Md., Towson.—Chrome.—Maryland Chrome Corp., Fredk. A. Doldfeld, Pres. (also Pres. of Cantos National Bank, 3201 Elliott St., corner East Ave.), Baltimore, plans increasing output by installation of new machinery; developing 1000 acres chrome property.

Okla., Okmulgee.—Flennola Oil, Gas & Mining Co., capital \$100,000, inceptd. by J. L. W. O. and F. R. Henson; all of Boynton, Okla.

Tex., Bay City.—Sulphur.—Gulf Sulphur Co. has drilled several wells; penetrated sulphur deposit; install machinery, including boilers and other steam equipment, to force liquid sulphur from deep wells to surface, where it hardens. (Previously noted.)

Tex., Denton.—Rainbow Mining Co., capital \$100,000, inceptd. by L. T. Millican, J. S. Darnall and M. B. Whitlock.

### MISCELLANEOUS CONSTRUCTION

La., Grand Isle.—Navigation Canal.—Grand Isle Navigation Dist. Comsn., Theo. Engel-

bach, Secy.-Treas., will construct canal 2 mi. long, 5 ft. deep and 30 ft. wide; cost \$10,000; engineer not selected. (Lately noted organized, etc.)

La., Shreveport.—Levee.—Caddo Levee Dist. Commrs., W. A. Kerley, Secy., will construct riprap apron at Caddo Lake Dam; apron length, 800 ft.; width 30 ft.; thickness not less than 4 ft.; 4000 tons riprap; plans and specifications approved by U. S. Dist. Engr.; information, blank forms, etc., application to Secretary Kerley or to State Engrs., New Orleans Court Bldg., New Orleans; bids until June 26. (See Machinery Wanted—Levee Construction.)

Tex., Ennis.—Levee.—C. C. Cobb and other land owners organized district to build 15 mi. of 18-ft. levee; 2,000,000 cu. yds. earthwork on Trinity River; levee to cost \$280,000; bond issue \$410,000; O. W. Finley, Dist. Engr., Ennis; W. E. Callahan Construction Co., Contr., Omaha, Neb.

Tex., Fort Worth.—Loading Dock.—J. McCord Co. will build a loading dock; concrete construction.

### MISCELLANEOUS ENTERPRISES

Ala., Birmingham.—Water Transportation. Mobile & Gulf Navigation Co., Paul E. Chalforix, Pres., increased capital from \$10,000 to \$100,000; plans transportation facilities on Warrior River.

D. C., Washington.—Laundry.—M. F. Nicolemus will erect hand laundry at 1405 Twelfth St. N. W.; 2 stories; cost \$13,120; Julius Wenig, Archt., 721 10th St. N. W.; W. Preston, Contr., 401-02 Union Savings Bank Bldg.; both of Washington.

Fla., Fort Lauderdale.—Engineering and Construction.—Southern Engineering & Construction Co. contemplates increasing capital from \$10,000 to \$30,000.

Fla., Jacksonville.—Building.—Goodnow Building Co., capital \$50,000, inceptd.; Geo. F. Goodnow, Pres.-Treas.; Walter W. Ross, V.-P.; Louis J. Berg, Secy.

La., New Orleans.—Laundry.—United States Quarantine Station let contract at \$4947 to W. H. & R. R. Crews, 3525 Camp St., New Orleans, to construct laundry building. (Lately invited bids.)

Mo., St. Louis.—Electrical Supplies.—Acme Electric Co. chartered by John W. McLaughlin and others; capital \$25,000.

Okla., Durant.—Grain Elevator.—Durant Grain & Elevator Co., capital \$75,000, inceptd. by W. F. Pendleton, E. W. and E. P. Stewart.

Okla., Durant.—Grain Elevator and Potato Curing.—Durant Grain & Elevator Co., E. W. Stewart, V.-P. and Mgr., will erect concrete fireproof buildings; 150,000 bu. storage capacity; corn mill daily capacity 500 bbls.; install mill and elevator machinery, cost \$25,000; also build potato-curing storagehouse, 30,000 bu. capacity, cost within \$12,000; plans by A. B. Jewett, Durant; Contr., Burrell Engineering Co., Oklahoma City. (Lately noted increasing capital from \$25,000 to \$75,000.)

Okla., Oktaha.—Grain Elevator.—Oktaha Mill & Elevator Co. organized, J. B. Kilgore, Jr., Pres.; M. F. Bollinger, V.-P.; H. N. Holmstrom, Secy.; has elevator building; commence milling in fall; mainly corn meal and coarser grains for feed. (Lately noted inceptd., capital \$6000.)

Okla., Shawnee.—Bridge Contracting, etc.—Van Orden-Winans Construction Co., 166 Mammoth Bldg., organized; W. M. Van Orden, Pres.-Mgr.; L. L. Winans, V.-P.; Thos. Waldrep, Secy.; is supplied with building contractors' equipment; concrete bridges a specialty. (Lately noted inceptd., \$35,000 capital.)

S. C., Greenwood.—Printing Plant.—Terrell Smith Home at Connie Maxwell Orphanage. A. T. Jamison, Supt., will rebuild printing plant and orphanage building lately reported burned.

S. C., Inman.—Inman Cemetery Co. chartered; capital \$2000; H. E. Chapman, Pres.

S. C., Wisacky.—Milk Pasteurizing.—Lee County Guernsey Milk Pasteurizing Co., capital \$10,000, inceptd. by W. H. Mason of Wisacky, L. F. Montgomery and G. H. McCutcheon of Bishopville, S. C.

Tenn., Memphis.—Dairy.—T. J. Briggs will rebuild dairy farm buildings reported burned at loss of \$25,000.

Tex., Beaumont.—Salt Water.—Hardin County Salt Water Co., Gilbert Bldg., organized; D. V. Blocker, Pres.; E. Paggi and M. B. Sweeney, V.-Ps., M. Guiterman, Secy.-Mgr.; has plant consisting of reservoir, canals, ditches, etc., of earth and concrete; impounds salt water produced with crude oil.



Tex., Waco—Electrical Supplies.—Waco Electrical Supply Co. increased capital from \$20,000 to \$30,000.

Va., Alexandria—Laundry.—War Department, Washington, D. C., will erect laundry at Camp Humphreys; 30,000 sq. ft. floor space; install power equipment; locate near base hospital power-house so that by enlarging latter it will be enabled to supply steam and power to laundry; Col. Richard Park, Camp Commander.

Va., Portsmouth—Elevators.—Bureau Yards & Locks, Washington, D. C., will build 3 elevators; estimated cost \$14,400; bids until June 10. (See Machinery Wanted—Elevators.)

### MISCELLANEOUS FACTORIES

Ala., Gadsden—Overalls.—North Alabama Mfg. Co. will erect additional factory building; 2 stories; 100x50 ft.; brick construction; tar and gravel roof; wood mill construction floors; steam-heating plant; cost \$9,000, without mechanical equipment; J. S. Johnson, Contr., Gadsden.

Ala., Wylam—Sulphuric Acid.—Steel Cities Chemical Co., Culpepper Exum, Prest., Birmingham, will have plant rebuilt by Construction Department of Virginia-Carolina Chemical Co., Richmond, Va.; details not yet submitted. (Lately noted to reconstruct burned plant, enlarging capacity; cost \$150,000 to \$200,000.)

Fla., Manatee—Fish Leather, etc.—Porpoise Products Co. organized by J. R. Ives; build plant to manufacture leather, oil, fertilizer, etc., from porpoise and shark; also market the flesh for food.

Fla., Tampa—Chemicals.—United Chemical Co., capital \$500,000, inceptd. by Frank Sullivan, Prest.; L. S. Summer, V.-P.; W. L. Schans, Secy.-Treas.

Ga., Buford—Shoes.—Bona Allen, Inc., will erect 45x200-ft. 3-story building with basement; mill construction; will purchase materials; construction by the company; Lockwood, Green & Co., Archt.-Engr., Atlanta, Ga.; install shoe machinery; present capacity of 450 pairs daily to be increased to 1500 pairs. (Lately noted.)

Ky., Covington—Electric Supplies.—Wadsworth Electric Mfg. Co., capital \$100,000, inceptd. by Geo. Wadsworth, Harry W. Percival and Alfred Allen.

Ky., Louisville—Soap.—Magic Keller Soap Co. will erect factory; brick; cost \$25,000.

Ky., Louisville—Lubricant.—Lottman Automobile Cylinder Oil Co., capital \$300,000, inceptd. by Sebastian Lottman, Jos. H. Waterfield and Ethel Waterfield.

La., Gueydan—Rice Mill.—Nutro Rice Mill, Henri L. Gueydan, Prest., advises Manufacturers Record: Increase capital stock from \$40,000 to \$80,000; improvements include installation of elevator; 3 warehouse additions, all 1 story, with composition roof; 130x88, 150x106 and 100x22 ft.; sprinkler system, including 50,000-gal. gravity tank on tower, bottom of tank 85 ft. from ground, surface of water 122 ft. from ground; increased capacity 1500 bls. daily. (Lately noted; also under Machinery Wanted; capacity incorrectly stated in previous item.)

Mo., Kansas City—Veterinary Supplies.—Jansen Ealsbery Laboratories will build factory for veterinary supplies; 3-story and basement 128x60-ft. reinforced concrete building; cost \$60,000, without mechanical equipment; vapor heating plant; electric-lighting installation; electric elevators; Ernest O. Brostrom, Archt., 212 Reliance Bldg., Kansas City.

Mo., St. Louis—Chemicals.—Creolina Chemical Co. chartered by Franklin R. Jackes and others; capital \$10,000.

Mo., St. Louis—Shoes.—Pedigo-Weber Shoe Co., Theresa and Louest Sts., let contract to Murch Bros. Construction Co., 1855 Railway Exchange Bldg., St. Louis, to erect 6-story, 50x150-ft. building with 20x26-ft. wing; reinforced concrete construction; composition roof; concrete floors, with wood top; cost without mechanical equipment, \$100,000; steam heat, cost \$10,000; freight elevator, 300 lbs. capacity, cost \$3500; Archt., A. B. Groves, Stock Exchange Bldg., St. Louis.

N. C., Raleigh—Plant Food.—Concentrated Plant Food Co., capital \$30,000, inceptd. by S. W. Warrington, E. W. Warrington and C. T. Gillikin.

Okla., Altus—Bottling.—Keen Kola Mfg. Co., capital \$200,000, inceptd. by Jas. B. Smith, Jesse L. Brown and Clyde Bridges.

Okla., Hugo—Peanuts.—Choctaw Peanut Co., capital \$30,000, inceptd. by R. D. Wilbor and others.

Okla., Okmulgee—Clothing.—Union Clothing Co., capital \$6500, inceptd. by Yetta and Shy Mayer, and John Schaum.

Okla., Shawnee—Peanuts.—Bush Nut Products Co. organized; Fred. A. Bush, Prest.-Mgr.; J. A. Dearing, V.-P.; G. C. Abernatz, Secy.; install \$4000 equipment to shell peanuts and manufacture peanut butter; daily capacity 500 bu. peanuts. (See Machinery Wanted—Generator.)

S. C., Walhalla—Cheese.—Choehee Cheese Factory, capital \$1200, inceptd. by W. L. Verler, W. M. Brown, Geo. M. Ansel and others.

Tex., Denison—Silos.—Lone Star Silo Assn., Ford Cotton Field, Supt., Fort Worth, Tex., will build silo factory to cost \$50,000.

Va., Bristol—Flags.—B. Meier, Roanoke, Va., plans to establish branch flag factory.

Va., Norfolk—Electric Batteries.—Tassin Battery Corp., 113 N. 25th St., organized; Chas. H. Hix, Prest.; Geo. H. Lewis, V.-P.; R. H. Baker, Secy.; H. M. Kerr, Treas.; succeeds Kinetic Electric Co. (Lately noted chartered, \$45,000 capital.)

Va., Richmond—Cigarettes.—Liggett & Myers Tobacco Co. (New York office, 212 Fifth Ave.) will build addition to Allen & Ginter branch; first of 2 units; brick and concrete construction; cost \$30,000.

W. Va., West Union—Window Glass.—Ideal Window Glass Co. will rebuild plant reported burned at loss of \$40,000.

### MOTOR CARS, GARAGES, TIRES, ETC.

Ala., Montgomery—Garage.—L. C. Cardinal has plans and let construction contract to Greeson Construction Co., Montgomery, for erection of 1-story brick garage building; composition roof; cement floor; cost \$10,000.

Ala., Montgomery—Garage.—Cole Motor Co., Percy F. Black, Gen. Mgr., will erect garage; 2 stories; 50x150 ft.; pressed brick, with marble and tile finish; plate-glass front; electric lighting; Okel & Cooper, Archts., Montgomery.

Ark., Fort Smith—Automobiles.—Croncher & Triesch, capital \$10,000, inceptd.; Walter Cronacher, Prest.; Will C. Triesch, V.-P.; Harry Padgett, Secy.-Treas.

D. C., Washington—Garage.—Harry Wardman, 1430 K St. N. W., will erect garage on Woodley Road west of Connecticut Ave.; 3 stories; cost \$35,000; Frank R. White, Archt., Washington; construction by owner.

Fla., Miami—Automobiles.—Miami Cadillac Co., capital \$15,000, inceptd.; A. R. Smart, Prest.; Frank B. Shuttles, V.-P.; J. E. Junkin, Jr., Secy.-Treas.

Ga., Albany—Garrett's Garage will rebuild garage reported burned at loss of \$30,000.

Ky., Louisville—Garage.—Cook Benevolent Institute will erect garage; brick; cost \$35,000.

La., New Orleans—Service Shop, etc.—Jas. D. Cathey will erect 158x50-ft. mill-construction building for automobile salesroom and service shop; cost \$25,000; plans by Walter Cook Keenan, New Orleans. (Lately noted.)

Md., Baltimore—Garage.—Fleischman & Co., 1413-1415 N. Charles St., will have plans prepared by Chas. A. Jackson of New York for garage; 2 stories; frontage 80 ft.; brick and concrete.

Mo., Kansas City—Automobiles.—H. J. Earst, 15th and Woodlawn Ave., let contract to G. E. Bowling, 907 Sharp Bldg., to erect 60x132-ft. 2-story building; brick and terra-cotta; gravel roof; wood floors; cost without equipment \$35,000 to \$40,000; steam heat, cost \$2500; electric lighting; elevator, capacity 6000 lbs., cost \$1800; R. J. Ramsey, Archt., 907 Sharp Bldg.

Mo., St. Louis—Garage.—Oeoe Estate, 16 S. 12th St., will alter garage at cost \$15,600; N. B. Howard, Contr., St. Louis.

N. C., Charlotte—Garage.—E. D. Latta will erect garage and showroom at 516 S. Tryon St.; 44x110 ft.; cost \$15,000; plans by W. H. Peeps, Charlotte.

N. C., Charlotte—Garage.—4 C's Co. will erect garage and showroom at 520 S. Tryon St.; 1½ stories; 44x180 ft.; cost \$18,000.

N. C., Greensboro—Motor Trucks.—Southern Truck & Car Corp. organized; capitalization \$1,000,000; J. A. Norfolk, Prest., Lynchburg, Va.; R. A. Skinner, Consit. Engineer, Detroit, Mich.; H. A. Christie, Secy.-Treas., Greensboro; build plant to manufacture 1-ton motor trucks; all parts except engine; has 7-acre site; first building of steel, 200x90 ft., 1 story.

Okla., Tulsa—Garage.—Central Investment Co., 504 Reeder Annex, John O. Mitchell, Prest., has plans by M. C. Cross for 100x135-ft. fireproof building. (Lately noted to erect 2-story brick building.)

Okla., Stroud—Simpson Pneumatic Drilling Co., lately noted inceptd., capital \$50,000, organized; Geo. W. Simpson, Prest.-Mgr.; John W. Wright, V.-P.; J. F. Selby, Secy.;

install oil well-drilling machine. (Lately noted, incorrectly, as producing pneumatic tires.)

S. C., Charleston—Automobiles.—Charleston Motor Co., capital \$2000, inceptd. by Wm. G. Albrecht and Paul M. McMillan.

S. C., Johnston—Motor Cars.—Johnston Motor Sales Co. inceptd. by J. W. Cox and others; capital \$2500.

S. C., Kingstree—Motor Cars.—Kingstree Motor Sales Co. inceptd.; capital \$10,000; W. J. McIntosh, Prest.; J. H. Rothrock, Secy.-Treas.

S. C., Sumter—Automobiles.—Chandler Harmon Motor Co., capital \$1000, inceptd.; G. C. Chandler, Prest. and V.-P.; W. T. Harmon, Secy.-Treas.

Tex., Fort Worth—Garage.—Tillar & Burney will build garage; brick construction; cost \$25,000.

Tex., Ozona—Garage.—R. Miller will build garage; brick construction; cost \$17,000; G. L. Sullivan, Archt., Comanche, Tex.

Tex., San Angelo—Garage.—Casse Bros. will build \$10,000 garage.

Va., Norfolk—Garage.—Fulton Brick Works, Virginia Bldg., has plans by Carl Ruehrmund & Son, Allison Bldg., Norfolk, for garage; 1 story; 45x124x14 ft.

### RAILWAY SHOPS, TERMINALS, ROUNDHOUSES, ETC.

Ga., Macon—Central of Georgia Ry., C. K. Lawrence, Chief Engr., Savannah, Ga., will install electric interlocking machine to operate electric signals and switches on all tracks entering Macon terminal yards; cost \$125,000; let contract General Railway Signal Co. of Rochester, N. Y.

Md., Brunswick—Baltimore & Ohio R. R., H. A. Lane, Ch. Engr., Baltimore, will enlarge roundhouse; brick and cement construction; install equipment for repairing engines; lighting system; let contract to Frairie Bros. & Haigley, 18 Clay St., Baltimore.

Tenn., Memphis—Yazoo & Mississippi Valley R. R., A. H. Egan, Gen. Supt., will expend \$135,000 for installation of automatic blocks between Memphis and Coahoma, Miss., 65 mi., 20 mi. of which is double-tracked; work by company's engineers.

### ROAD AND STREET WORK

Ala., Florence—City let contract to Southern Bitulithic Co., Nashville, Tenn., for bitulithic paving, etc., on Court and Water Sts.; R. E. Meade, City Engr. (Lately noted inviting bids until June 4.)

Ark., Harrison—Boone County Road Improvement Dist. No. 1, F. M. Garvin, Secy., let contract Sherwood & Myers of Springfield, Mo., at \$164,478.80 to construct 37 mi. Jefferson Highway cut-off through county; Pritchett & Hight, Engrs., Walnut Ridge, Ark. (Lately noted inviting bids.)

Ark., Helena—Phillips County, Comms. of Road Improvement Dist. No. 2, will build 5½-mi. highway; work includes 80,000 cu. yds. earth work, 9561 cu. yds. macadam base, 50,987 sq. yds. asphalt top, 276 cu. yds. reinforced concrete, 2700 lb. ft. concrete gutter, etc.; bids until June 20; plans and specifications on file; Moore & Vineyard, Engrs., Solomon Bldg., Helena. (See Machinery Wanted—Road Construction.)

Ark., Jonesboro—Craighead County, Lake City, Nettleton and Bay Road Improvement Dist. No. 1, E. E. Randolph, Secy. Comms., Gregg Bldg., Jonesboro, let contract Standard Paving Co., 512 Robinson Bldg., Tulsa, Okla., at \$429,387 to grade and pave 24.66 mi. of road with broken stone paving (macadam) with bituminous surface treatment; excavation 167,000 cu. yds.; pavement 249,755 sq. yds.; asphaltic oil 189,750 gals.; Klyce & Kackley, Engrs., 505 Fourth and First Bank Bldg., Nashville, and Berger Bldg., Jonesboro. (Lately noted.)

Ark., Marion—Crittenden County Comms. have plans and specifications from State Highway Dept., Little Rock, for constructing 55-mi. highway to connect with bridge at Memphis, Tenn.; roads to be partly graded and partly macadam; estimated cost \$272,000.

Fla., Miami Beach—City will pave various streets with broken stone and bituminous surface; also pave sidewalks with concrete; plans and specifications on file; bids until June 18; J. F. Canova, City Clerk. (See Paving.)

Ark., Prescott—Nevada County Comms. have plans and specifications from State Highway Dept., Little Rock, for constructing 18-mi. highway from Prescott to Ross-ton; native stone macadam; cost \$73,900.

Fla., St. Petersburg.—W. D. McAdoo will build 3 mi. drive on Gulf Coast; in connection with \$80,000 bridge (E. W. Parker, Contr., Tampa) connecting mainland with Pass-a-Grille Island.

Ga., Atlanta—Fulton County Comms. let contract Municipal Engineering & Construction Co., Empire Bldg., Atlanta, to pave 4500 yds. on Oglethorpe University and Club Drive, from Peachtree Road to Capital City Club with vitrolithic.

Ga., Griffin—Spalding County Comms. let contract to A. R. Crump Construction Co., Macon, Ga., for 3200 lin. ft. permanent concrete demonstration highway. (Lately invited bids.)

La., Opelousas.—St. Landry Parish Police Jury appropriated \$45,000 to repair and extend gravel road from Lawtell to Eunice.

Md., Baltimore.—City will grade and pave with cement-concrete alleys as listed in Private Alley Contracts Nos. 50 and 53; bids until June 19; R. M. Cooksey, Highways Engineer. (See Machinery Wanted—Paving.)

Miss., Canton—Madison County will improve 18 mi. of road in Beat 5; 115,000 cu. yds. grading, 18 mi. clearing and grubbing; 200 cu. yds. reinforced concrete; 60 cu. yds. plain concrete; 36,000 cu. yds. surfacing; bids until July 2; D. T. Turnipseed, Chrmn., Sharpsburg, Miss.; W. H. Bradley, Engr., Flora, Miss. (See Machinery Wanted—Road Construction.)

Miss., Ellisville.—City, J. J. Taylor, Mayor, defeated \$3000 bonds for street construction. (Lately noted.)

Okla., Okmulgee.—Okmulgee County road construction, in January noted let to Western Paving Co. of Oklahoma City, delayed by legal technicalities; contractors will now construct 55 mi. road. (January item contracts were: Western Paving Co., Oklahoma City, 50 mi. bitulithic paving on macadam base; J. J. Harrison Construction Co., Henryetta, Okla., 100 mi. grading and culverts, costing about \$170,000; S. P. Romans, Beggs, Okla., 18 mi. grading and culverts; total amount available (bond issue) \$800,000; Harrington, Howard & Ash, Const. Engrs., Kansas City, Mo.)

Okla., Ponca City.—City let contract Park-Moran Co., Okmulgee, Okla., at \$200,000 to pave streets.

S. C., McCormick.—McCormick County Comsn. for Permanent Highways, J. J. Dorn, Chrmn., asks bids until June 27 at office M. E. Worrell, County Highway Engr., McCormick, to grade and construct drainage structures, McCormick to Parkville Road; 11 mi. road; includes 48,000 cu. yds. excavation, 2165 lin. ft. pipe culverts, and 84 cu. yds. concrete. (See Machinery Wanted—Road Construction.)

S. C., Spartanburg.—City let contract Southern Paving & Construction Co., Chattanooga, Tenn., to pave sections of Wofford and West Main Sts. with vitrified brick.

Tex., Archer City.—Archer County, Road Dist. No. 1, J. S. Milligan, County Judge, has temporarily deferred vote on bonds for road construction. (Lately noted to vote June 15 on \$200,000 bonds.)

Tex., Austin.—State Highway Comsn., J. G. Fowler, Commr., will reconstruct Austin Post Road; cost \$248,983; gravel base and bituminous top; culverts and bridges of concrete.

Tex., Bonham.—Fannin County, Trenton Dist., is reported to have voted \$40,000 bonds to construct roads. Address County Comms.

Tex., Houston.—Harris County Comms. let contract Laden & Austin, Houston, to reshape and surface 4.7 mi. Cypress and Hockley Highways.

Tex., Bryan.—Brazos County, Millican Road Dist., Judge J. T. Maloney, Official in Charge, has \$70,000 available to construct gravel roads and concrete culverts; date of opening bids not set; plans by county engineer.

Tex., Comanche.—Comanche County Commissioners Court ordered election for July 1 to vote on \$220,000 bonds to construct Oil Belt Highway; \$80,000 in De Leon Precinct, and \$140,000 in Comanche Precinct.

Tex., Vernon.—City let contract General Construction Co., 501 Farmers & Merchants' Bank Bldg., Fort Worth, at \$38,000 to pave various streets. (Lately noted to have voted \$30,000 bonds to pave 42 blocks, property owners to furnish \$80,000 additional making total expenditure \$120,000.)

Tex., Wichita Falls.—Wichita County Commissioners let contract Womack Construction Co., Sherman, Tex., to construct 8.8 mi. gravel surfacing with bituminous surface treatment; E. P. Walsh, County Auditor. (Lately noted inviting bids.)

Va., Alexandria.—War Department, Washington, D. C., will construct concrete roadway, 18 ft. wide and 8.8 mi. long, from Hunting Creek Bridge in Alexandria to Camp Humphreys; cost \$200,000; construction under supervision Major Guy Winters, representing Construction Quartermaster as engineer in charge.

Va., Roanoke.—Postoffice Department let contract at \$242 to Albert Lee Marshall, Roanoke, to repair postoffice approaches.

W. Va., St. Albans.—City let contract Carey-Reed Co., 804 City Bank Bldg., Lexington, Ky., to grade and pave 6 streets; 10,000 sq. yds. vitrified brick, monolithic type, on 4-in. concrete base.

W. Va., Point Pleasant.—Mason County will construct 9.27 mi. of road; County Court, W. B. Barnett, Clerk, receives bids until June 23; Wm. Steenbergen, Division Engr., State Road Comsn., Point Pleasant. (See Machinery Wanted—Road Construction.)

W. Va., Ripley.—Jackson County will construct 1 mi. section of main county road in Ripley Dist., road leading from Ripley toward Fairplain; concrete; County Court, C. C. Staats, Clerk, receives bids until June 25. (See Machinery Wanted—Road Construction.)

W. Va., Ripley.—Jackson County will construct 1 mi. main county road in Ravenswood Dist., road leading from Ravenswood toward Sandyville; concrete construction; County Court, C. C. Staats, Clerk, receives bids until June 22. (See Machinery Wanted—Road Construction.)

### SEWER CONSTRUCTION

Ga., Brunswick.—Butterworth-Judson Corporation, 61 Broadway, New York, will construct sewer system meeting demands of \$2,000,000 city for \$5,000,000 picnic acid plant it is building.

Ga., Macon.—War Department, Washington, D. C., let contract W. Z. Williams Co., Macon, for constructing sewers for Camp Wheeler; cost \$400,000; Wm. M. Crook, Engr. for Contractors; L. M. Solomon, Camp Engr.

Ky., Paducah.—City let contract J. B. Gardner at \$9087 to construct storm sewer from 8th and Jones Sts. to Ohio River; W. A. Gardner, Commr. of Public Works. (Lately noted.)

Ky., Shelbyville.—Sewer Comsn., Camden W. Ballard, Clerk, let contract J. J. Quinn Co., Bedford, Ind., at \$15,000 to construct lateral sewers through Catapha and Fairview Court Additions; 15,000 ft. 6 and 8-in. sewers; sedimentation tank; Chas. E. Collins, Const. Engr., Drexel Bldg., Philadelphia, Pa. (Lately noted inviting bids.)

Tenn., College Station.—Agricultural & Mechanical College, W. B. Bizzell, Prest., will construct sewage-disposal plant; also 5000 lin. ft. 10-in. sewer, 10 manholes and appurtenances; bids until June 17. (See Machinery Wanted—Sewage Disposal Plant.)

Tenn., Fort Worth.—City let contract General Construction Co., Fort Worth, to construct sanitary sewer system connecting with Camp Bowie system; cost \$75,000 to \$100,000.

Tenn., Houston.—War Department, Washington, D. C., let contract Horton & Horton of Houston to construct sewer system at Camp Logan; initial plans include erection of disposal plant to cost \$150,000, but this is not included in recent official sanction for improvements; \$700,000 appropriation.

Tenn., Mercedes.—City will construct sanitary sewer system and disposal plant; bids until June 14; Henry Exall Elrod, Engr., 505 Interurban Bldg., Dallas. (See Machinery Wanted—Sewer Construction.)

### SHIPBUILDING PLANTS

Fla., St. Petersburg.—Barges, Schooners and Tugs.—St. Petersburg Shipbuilding Corp. organized; R. L. West, Box 1007, advises Manufacturers Record: \$30,000 capital; our company to erect buildings; install wood-working machinery, band saws, planers, boring machines, etc.; will construct barges, schooners of medium size and tugs; J. B. McCrary Co., Engr., Atlanta, Ga.; (R. L. West and others lately noted planning organization of company to build tug boats, etc.)

La., New Orleans.—Steel Steamships.—Gulf States Shipbuilding Co., B. S. Wathen, Prest., Dallas, Tex., contemplates building shipyard to construct steel steamships.

Md., Baltimore.—Steel Steamships.—Republic Shipbuilding Co., E. M. Newton, 608 Key-

ser Bldg., considering plans for shipyard to construct steel steamships; Jas. Donald, Naval Archt., 17 Battery Place, New York. (Previously noted organizing, etc.)

Md., Sparrows Point.—Steel Steamships.—Bethlehem Steel Corp. has plans and specifications to build 3 concrete slips for 15,000-ton steel steamships; preparing to begin construction; also build floating drydock of pontoon type for 20,000-ton vessels; dock in 12 sections; 8 completed and being assembled; each section 110x44 ft.; locate drydock between two piers, each 1200 ft. long, concrete construction. (Lately noted contemplating \$2,000,000 expenditure for 4 additional ways with facilities for 15,000-ton ships.)

Mo., St. Louis.—Festus J. Wade, Prest. Mercantile Trust Co., was on committee appointed by Chamber of Commerce for investigating feasibility of building ships; report submitted to Chamber. (Festus J. Wade and others lately noted as planning shipbuilding company.)

Tex., Beaumont.—Steamships.—Lone Star Shipbuilding Co. will build addition to shipyard.

### TELEPHONE SYSTEMS

Ala., Florence.—Southern Bell Telephone Co. purchased New Florence Hotel; expend \$12,000 to equip for telephone exchange.

Tex., Jacksonville.—Jacksonville Telephone Co., capital \$50,000, incptd. by A. C. Stuart, G. A. Couch and Joe Webber.

Va., Norfolk.—Chesapeake & Potomac Telephone Co., C. Fred Bonney, Dist. Mgr., will double capacity of equipment, now for 10,000 telephones.

Va., Norfolk.—Chesapeake & Potomac Telephone Co., 108 E. Lexington St., Baltimore, Md., let contract Frairie Bros. & Haigley, 18 Clay St., Baltimore, to erect 2-story exchange; plans by McKenzie, Voorhees & Gimelin, 1123 Broadway, New York. (Previously noted.)

### TEXTILE MILLS

Ala., Florence.—Cotton Cloth.—Ashcraft Cotton Mills will, it is reported, double equipment and include 100 automatic looms.

Ga., Berryton.—Cotton Products.—Berryton Cotton Mills will, it is reported, add new machinery.

Ga., Macon.—Cotton Products.—Bibb Mfg. Co. increased capital from \$3,000,000 to \$6,000,000; to meet war conditions; has 8 mills.

N. C., Cherryville.—Cotton Yarn.—Vivian Cotton Mills will add 2000 new spindles; purchased this equipment.

N. C., Hope Mills.—Cotton Yarn.—Rockfish Mills will add 1248 spindles; purchased this new equipment.

N. C., Tarboro.—Hosiery.—Tarboro Knitting Co., capital \$150,000, incptd. by C. W. Jeffreys, R. J. Walker and others.

Tenn., Coal Creek.—Hosiery.—Magnet Knitting Mills, Clinton, Tenn., will erect 200x60-ft. semi-mill construction building costing \$30,000; Manley & Young, Architects, Holston Bank Bldg., Knoxville, Tenn.; install 150 knitting machines, electric power equipment, etc., costing \$50,000; daily capacity 1000 doz. pairs hose. (Lately noted to build branch plant.)

### WATER-WORKS

Ala., Montgomery.—City Comms. let contract Lane & Bowler Co., Memphis, Tenn., to drill additional wells for increased water supply; cost about \$100,000.

Ark., Heber Springs.—Inland Construction Co., St. Louis, Mo., is reported to construct water-works.

Ark., Little Rock.—War Dept., Bureau of Ordnance, Washington, D. C., let contract to Lane & Bowler Co., Memphis, Tenn., to drill 6 or 8 wells pumping 5,000,000 gals. every 24 hours; to supply Government picnic acid plant.

Ga., Brunswick.—Butterworth-Judson Corporation, 61 Broadway, New York, will build water-works supplying \$2,000,000 industrial city for \$5,000,000 picnic acid plant it is constructing.

Miss., Sumrall.—City will issue \$6000 bonds to extend water-works. Address The Mayor.

Tex., Coleman.—City will expend \$100,000 on water-works construction; capacity 500,000 to 1,000,000 gals.; pump station; brick or concrete construction; considering dam to impound 500,000,000 gals. Address The Mayor. (Lately noted to enlarge water supply.)

Tex., Stamford.—City, Edgar A. Burrow, Official, will expend \$300,000 on water-works construction; capacity 1,500,000 gals.; erect concrete and stone buildings, cost \$10,000; install electrical centrifugal pumps; J. D. Trammel, Engr., Fort Worth, Tex. (Additional facts lately noted.)

Tex., Pleasanton.—City contemplates constructing water-works. Address The Mayor.

Va., Big Stone Gap.—Cumberland Water Co. incptd.; capital \$150,000; C. F. Blanton, Prest.; L. J. Hiner, Secy.

W. Va., Mullens.—Wyoming Water & Light Co., capital \$50,000, incptd. by D. D. Maron, D. M. Klein, N. C. Bunch and others.

### WOODWORKING PLANTS

Ala., Leeds.—Heading.—R. F. Culverhouse Cooperage Co., R. F. Culverhouse, Prest., will erect ordinary-construction building; install heading machinery; daily output 6000 sets keg heading and 3000 sets barrel heading. (R. G. Bullard, Bremen, Ga., lately noted as having building contract; machinery purchased.)

Fla., Daytona.—Crates.—Daytona Crate Co. organized; T. F. Williams, Prest.; erect, by company force, 75x150-ft. mill and 50x200-ft. warehouse; fireproof construction; install complete equipment to manufacture fruit and vegetable crates; cost of plant \$50,000. (Lately noted incptd., \$50,000 capital.)

Ga., Rome.—Boxes.—Georgia Box Mfg. Co., capital \$10,000, incptd. by M. N. Griffin, Geo. T. Watts and J. P. Glover.

La., Cora.—Barrel Staves.—C. D. Thagard will install machinery manufacturing staves for oil barrels. (See Machinery Wanted—Woodworking Machinery.)

Md., Baltimore.—Furniture.—Empire Furniture Co., Aisquith and Stirling Sts., leased 4-story building on Colvin St. and will equip as furniture factory.

N. C., Sanford.—Shuttles, etc.—Hearne Mfg. Co., capital \$50,000, incptd. by J. H. Hearne, W. B. Williams and others.

### FIRE DAMAGE

Ala., Tuscaloosa.—Tuscaloosa Lumber Co.'s plant; loss \$60,000.

Fla., Montbrook.—Wade, McNair & Arthur's lumber mill.

Ga., Albany.—Garrett's Garage; loss \$20,000.

Ga., Decatur.—Dining-room, laundry and engine-room at Decatur Orphans' Home; loss \$3000; J. M. Hawkins, Supt.

Ga., Louisville.—Barn on farm of Mike Whitaker near Louisville; loss \$3000.

## BUILDING NEWS

### BUILDINGS PROPOSED

#### APARTMENT-HOUSES

Ky., Louisville.—Frank McGrath, 1510 S. Fourth St., is having plans prepared by Thos. J. Nolan, Courier-Journal Bldg., Louisville, for remodeling store and apartment building.

La., Shreveport.—C. Selber will erect apartment-house; 2 stories; frame; cost \$8000.

Mo., St. Louis.—Claude Brooman will expend \$2500 to alter tenement.

Mo., St. Louis.—F. L. Cornwell, La Salle Bldg., has plans by H. J. Harker, Sawyer Bldg., St. Louis, for 2 apartment-houses on Olive St., near Spring St.; fireproof; brick; 12 suites; cost \$3500 each.

Okla., Tulsa.—Merritt J. Glass will erect apartment-house; 30 California apartments, with living-room, kitchenette, dining and dressing-rooms and bath; site 50x140 ft.; 3 stories and basement. (See Machinery Wanted—Building Materials; Apartment Equipment.)

#### ASSOCIATION AND FRATERNAL

Ala., Mobile.—Chickasaw Shipbuilding Co., J. F. Coleman, Gen. Supt., will erect fraternal hall in connection with development of industrial town.

Ga., Augusta.—Mose Anderson, 911 Walker St., has plans by Alfonso Reveron, P. O. Box 303, Augusta, for fraternal and business building; 40x150 ft.; fireproof; brick and concrete; sheet-metal roof; concrete, tile and hardwood floors; steam heat; bids opened June 15. Address architect. (See Stores.)

Ky., Hazard.—Reliance Coal & Coke Co. will erect Y. M. C. A. building. (See Dwellings.)

La., Baton Rouge.—Y. M. C. A. is having plans prepared by Shattuck & Hussey, 19 S. La Salle St., Chicago, for 2-story building; cost about \$75,000.

S. C., Charleston.—Leland Moore, Chrmn. Building Committee for Y. W. C. A., receives competitive plans until June 20 for

Ky., Bowling Green.—C. D. Venable's residence.

Ky., Winchester.—Dr. M. S. Browne's dairy barn, operated by J. C. Turner; loss \$5000.

Md., Cumberland.—Misses Ada and May Bishop's residence; loss \$2500.

Miss., Laurel.—E. W. Curry's residence; loss \$3500.

Mo., Kansas City.—Kemper Mills & Elevator Co.'s warehouse; loss \$15,000.

N. C., Burlington.—Mrs. Dora Lineberry's residence; loss \$2000.

Okla., Hobart.—Walton Hotel, owned by H. and J. G. Hughes.

Okla., Okmulgee.—French Oil Co.'s casing head gasoline plant; loss \$10,000.

S. C., Camden.—Mrs. B. J. Bissell's residence on East DeKalb St.

S. C., Spartanburg.—Harrison's Cafe near Camp Wadsworth.

S. C., Starr.—Jim McGee's barn.

Tenn., Memphis.—T. J. Briggs' dairy farm buildings; loss \$25,000.

Tenn., Sparta.—Rozier & Baker's feed mill; loss \$75,000.

Tex., Brenham.—Ehlert & Simank's warehouse; loss \$3500.

Tex., Caldwell.—Mrs. Anna Hoyach's 2 buildings, occupied by Isis Theater and Robisch's Tailor Shop; loss \$3000.

Tex., Galveston.—Brush Electric Co.'s power plant at 26th and Postoffice Sts.; loss \$50,000.

Tex., Pittsburg.—Dr. R. C. Traynham's residence under construction; loss \$5000.

Tex., Stamford.—J. D. Curd's residence; loss \$2800.

Va., Clifton Forge.—Daily Review; G. A. Lowery's store; millinery store of Kate Finn & Sister; R. George's store; stores of J. W. Hatch, Frank Owens and C. W. White, owned by E. E. Nettleton, Covington, Va.; total loss \$25,000 to \$30,000.

W. Va., Keystone.—S. L. Hermaunson's 2 dwellings.

W. Va., West Union.—Ideal Window Glass Co.'s plant; loss \$40,000.

### DAMAGED BY STORM

Tex., Ballinger.—Runnels County's concrete bridge across Colorado River; loss \$5000. Address County Comms.

administration and recreation building. (Lately noted.)

Va., Richmond.—A. F. & A. M. will expend \$25,000 to repair Masonic Temple, including installing fireproof vault.

### BANK AND OFFICE

Ala., Florence.—First National Bank, N. C. Elting, Prest., is having plans prepared for bank and office building to cost \$100,000. (Previously noted.)

Ala., Sheffield.—Southern Ry. Co., B. Herman, Chief Engr. M. W. & S. Lines East, Charlotte, N. C., will erect 2-story office building in connection with freight station. (See Railway Stations, Sheds, etc.)

La., Alexandria.—First National Bank will erect bank building at Third and Murray Sts.; safety deposit boxes, vaults, etc.; built-up roof; tile, marble and wood floors; bank wires Manufacturers Record: Building will be 60x100 ft.; reinforced concrete; 10 stories; cost \$325,000; Emil Weil, Archt., New Orleans; specifications not available for 60 days.

La., New Orleans.—Commercial Trust & Savings Bank, P. H. Saunders, Prest., acquired Hennen Bldg. and plans to remodel after Oct. 1; reconstruct floors, remodel elevator system, etc.

N. C., Greensboro.—Odell Hardware Co. has plans by Harry Barton, Greensboro, for 4-story office and warehouse building; site 25x110 ft.

Okla., Tishomingo.—First National Bank has plans by Albert B. Jewett, Downen Bldg., Durant, Okla., for bank and store building; 1 story; 25x68 ft.; cost \$5000; bids closed June 11. (Lately noted.)

Va., Norfolk.—Guaranty Title & Trust Corp. increased capital from \$150,000 to \$300,000; has plans by Peebles & Ferguson, Norfolk, for improvements to building; 2 stories; brick.

Va., Petersburg.—National Bank of Petersburg has plans by F. A. Bishop, Sycamore St., Petersburg, for addition to bank building; brick; 2 stories; 22x38 ft.; cost \$12,000.



## CHURCHES

Ala., Mobile.—Chickasaw Shipbuilding Co., J. F. Coleman, Gen. Supt., will erect church in connection with development of industrial town.

Ga., Decatur.—Decatur Baptist Church will remodel building; cost \$10,000; reconstruction work under supervision of Walker & Chase, Atlanta.

Ga., Brunswick.—Butterworth-Judson Corporation, 61 Broadway, New York, will build churches in connection with \$2,000,000 industrial city development for \$5,000,000 picnic acid plant it is constructing.

Ky., Greensburg.—Methodist Church will remodel and enlarge building. Address The Pastor.

Ky., Hazard.—Reliance Coal & Coke Co. will erect church building. (See Dwellings.)

Mo., St. Louis.—Sixth Church of Christ, Scientist, 1903 Cora Ave., W. F. Schierholz, Clk., will not erect lately-noted building for several years.

Mo., St. Louis.—St. Paul's Evangelical Lutheran Church will erect addition; cost \$2500. Address The Pastor.

N. C., China Grove.—Mount Zion Reformed Church has plans by Q. Herman, Hickory, N. C., for building; 80x90 ft.; brick; slate roof; wood floors; electric wiring; cost \$12,000; heating \$500; bids opened July 15. Address J. E. Correll, Secy., China Grove. (Previously noted.)

Okla., Chandler.—A. C. Davis, 430 N. Broadway, Shawnee, Okla., prepared plans for church building; cedar shingle roof; cement and pine floors; electric fixtures; cost \$16,000.

Okla., Hugo.—First Presbyterian Church has plans by Hawk & Parr, Oklahoma City, for 2-story and basement brick building; bids received by M. L. Dudley, Secy., Bldg. Committee until June 8; plans at office Rev. C. C. Anderson, Pastor, and architects.

Tenn., Clarksville.—Little Hope Baptist Church has plans by G. Tandy Smith, Jr., 611 Franklin St., Clarksville, for building; bids received until June 10. (Lately noted.)

Tex., San Antonio.—Church of Christ will erect building at 1610 Porter St.; cost \$4500. Address The Pastor.

Tex., Willsboro.—First Baptist Church, H. L. Crosby, Chrmn. of Trustees, will erect parsonage for Rev. G. J. Rousseau, Pastor, to replace structure lately noted damaged by fire; 5 rooms with bath, sleeping-porch, etc.; frame; shingle roof; hard pine floors; cost about \$2000. Address Mr. Crosby.

Va., Colosse.—Colosse Baptist Church will let contract about July 1 for Sunday-school building; 21x70 ft.; 2 stories; brick; composition roof; wood floors; steam heat; cost \$6000; Herbert L. Cain, Archt., Richmond. (Previously noted.)

Va., Graham.—Christian Church, J. H. Parker, Chrmn. Building Committee, has plans by Herbert L. Cain, Merchants' Bank Bldg., Richmond, for church and Sunday-school building; 1 and 2 stories; 87x100 ft.; brick and stone; asbestos shingle and composition roofing; wood floors; cost \$23,000; steam heat, about \$3000; electric lights, 400; concrete footings in stone work let to John Woody, Graham. Address Archt.

Va., Norfolk.—Second Calvary Baptist Church, Rev. C. P. Madison, Pastor, has plans by Harvey Abrams, Arcade Bldg., Norfolk, for building at Calvert and Wide Sts.; 62x103 ft.; brick; slate roof; wood floors; cost \$25,000; steam heat, about \$2200; Building Committee will furnish all material and contract for labor. (Previously noted.)

Va., Portsmouth.—Bureau of Housing, Department of Labor, Washington, has plans by George B. Post & Son, 101 Park Ave., New York, for developing industrial city in Hampton Roads Dist.; plans include erection of churches, etc.; construction under supervision of Admiral Frederick R. Harris, Bureau of Housing in Hampton Roads Dist. (See Government and State.)

Va., Ringgold.—Ringgold Baptist Church indefinitely postponed erection of church and Sunday-school building; 65x82 ft.; frame; slate roof; wood floors; probably private gas or electric-light plant; hot-air heat; cost \$6000; Herbert L. Cain, Archt., Richmond. (Previously noted.)

W. Va., Hinton.—Trustees of Second Baptist Church, W. A. Wells, Chrmn., receive bids until June 19 for improvements to building; plans and specifications at office of J. J. Nickerson, Pastor, and Mr. Wells as above.

## CITY AND COUNTY

Fla., St. Augustine.—Storehouse.—St. Johns County has plans by C. E. Henderson, County Engr., St. Augustine, for storehouse

for material and equipment; 1 story; 40x80 ft.; concrete block and frame; frame roof with fireproof covering; concrete floors; electric lights; bids opened June 11. Address City Clk. (Lately noted.)

Ga., Macon.—Exhibit Hall.—City will erect exhibit hall for farm machinery at Fair Grounds in Central City Park; 150x150 ft.; brick; felt roof; dirt floor; cost \$8900 to \$10,000. Address Georgia State Fair Assn. (Lately noted under Miscellaneous Structures.)

La., White Castle.—Jail.—City plans to erect jail building. Address The Mayor.

N. C., Dallas.—Home.—Gaston County Commissioners, Gastonia, N. C., plan to erect addition to county home near Dallas to care for feeble minded, tubercular and pellagrous patients.

W. Va., Bluefield.—Fire Station.—City votes June 25 on bonds to erect and equip fire station, etc. Address Mayor Stahlman.

W. Va., Martinsburg.—Firehouse.—City purchased Spillman property and will convert into firehouse No. 1. Address The Mayor.

## COURTHOUSES

Tex., Ozona.—Crockett County Comms. plan to erect courthouse; cost \$60,000.

## DWELLINGS

Ala., Florence.—Florence Land Co. will erect 15 dwellings.

Ala., Florence.—Smith & Bobbitt, Memphis, Tenn., are preparing plans for 4 residences to cost \$25,000 and garage and 2 stores to cost \$51,000.

Ark., Little Rock.—C. E. Smith has plans by J. P. Almand, Little Rock, for residence; 2 stories; brick veneer; cost \$10,000.

Ark., Little Rock.—W. F. Ault will erect residence; 2 stories; 8 rooms; brick veneer; tile roof; hardwood floors; cost \$10,000; construction by owner.

Ark., Little Rock.—Jas. J. Pfeiffer will erect 2 frame residences; cost \$4000.

D. C., Washington.—D. J. Dunigan, 203 Bond Bldg., has plans by Geo. T. Santmyers, 921½ New York Ave. N. W., Washington, for brick dwelling, 1410 H St. N. W.; cost \$46,200; construction by owner.

Fla., Bellisle.—L. M. Rumsey will erect residence and make other improvements, to include glass boathouse with private bathing beach, etc.; cost about \$60,000.

Fla., Coconut Grove.—John Bindley has plans by Klehnel & Elliott, Pittsburgh, Pa., for residence; bids opened June 10; reinforced concrete and hollow tile; tile roofing; concrete tile facing for floors; cost \$120,000. (Lately incorrectly noted to have let contracts for this structure.)

Fla., Florida City.—A. C. Graw will erect residence; concrete.

Fla., Miami.—Jas. Bright and Mr. Curtis will erect 12 dwellings on Curtiss-Bright ranch in everglades for employees.

Fla., Miami.—Samuel Steussy will erect residence in the Garden of Eden; tile and concrete; cost \$3500.

Fla., Miami.—Jerome W. Stuart will erect residence; cost \$3500.

Fla., Miami.—Chas. L. Briggs of Briggs & Warr, Springfield, Mass., will erect residence and garage; concrete tile; Italian villa type; cost \$35,000.

Ga., Atlanta.—A. B. Buehl will erect 2-story brick-veneer dwelling on Ponce de Leon Ave. and five 1-story brick-veneer dwellings on Ponce de Leon Court; total cost, \$35,000.

Ga., Atlanta.—M. G. Norris has permits to erect dwelling on Virginia St. and one on Mooreland Ave.; cost \$8500 and \$3500, respectively.

Ga., Atlanta.—Mrs. Nora G. Webb will erect 3 dwellings on East North Ave.; cost \$3750.

Ga., Augusta.—Gardner Weigle will erect bungalow-type residence; stucco on hollow tile; cost \$6500.

Ga., Augusta.—Geo. R. Lombard has plans by Willis Irvin, Augusta, for residence; Italian villa style; concrete, hollow tile and white face brick; green terra-cotta tile roof; vacuum cleaner; incinerator; ventilated stoves; built-in refrigerators; electric laundry equipment; vapor vacuum heating system; cost \$35,000; let contract to Lawrence Construction Co., Augusta, for \$4500 foundation.

Ga., Augusta.—L. M. Burras will erect Dutch colonial residence; white stucco on metal lath; cost \$6500.

Ga., Berryton.—Berryton Cotton Mills will build 24 tenement-houses.

Ga., Brunswick.—Butterworth-Judson Corporation, 61 Broadway, New York, will build dwellings, etc., in connection with \$2,000,000 industrial city development for \$5,000,000 picnic acid plant it is constructing.

Ga., Brunswick.—Liberty Home Building Co. Incptd. by L. A. Miller, A. M. Smith and W. C. Little; will erect number dwellings.

Ky., Hazard.—Reliance Coal & Coke Co. will erect 75 miners' houses at plant near Hazard; also build hotel, Y. M. C. A., welfare and church buildings; will let contracts at once.

Ky., Lexington.—Mrs. N. P. Berryman has plans by Val P. Collins, Louisville, for residence; 40x105 ft.; brick and stucco.

Ky., Louisville.—E. J. Evans will erect frame dwelling; cost \$2900.

Ky., Whitesburg.—Elkhorn-Hazard Coal Co. will erect 30 miners' houses at Sandlick. Address W. R. L. Craft, Mgr.

La., Alexandria.—Gehr Construction Co. will erect dwelling; frame; cost \$2750.

La., New Orleans.—L. Singer will erect three 2-story dwellings; cost \$7000.

La., New Orleans.—Acme Homestead Assn. will erect double residence; cost \$3000.

La., New Orleans.—Cyril Geary will erect dwelling; 1 story; cost \$3400.

La., New Orleans.—G. Greco will erect 1-story frame residence; cost \$2000.

La., New Orleans.—M. Sazer will erect dwelling; 2 stories; cost \$4000.

La., Shreveport.—M. T. Carter will erect dwelling; frame; cost \$3000.

Md., Baltimore.—Louis Aiello has plans by John Owens, 546 Equitable Bldg., Baltimore, for store and residence at 3703 Claremont St.; cost \$6000.

Md., Baltimore.—Acme Building Co., 517 Equitable Bldg., will erect eleven 2-story dwellings, 1610-20 N. Milton Ave.; 13.11x42 ft.; cost \$10,000. (Lately noted.)

Md., Baltimore.—Baltimore Housing Corporation will organize with \$250,000 capital stock to erect dwellings for shipyard employees and other war workers; James Carey Martin, 9th floor, Lexington Street Bldg., is temporarily handling details.

Miss., Clarksdale.—M. L. Neal is receiving bids to erect dwelling; semi-bungalow type; Chas. H. Evers, Archt., McWilliams Bldg., Clarksdale.

Miss., Clarksdale.—Oscar Carr of Carr & Ritchie, will erect residence.

Mo., Liberty.—Geo. Hall has plans by Madorie & Field, Republic Bldg., Kansas City, Mo., for 2-story and basement \$25,000 residence; frame; shingle roof.

Mo., Kansas City.—Thos. Greening, 24th and Harrison Sts., plans to erect bungalow; 24x28 ft.; 1½ stories; stone veneer; shingle roof; cost \$2500.

Mo., Kansas City.—Chas. C. Curtis will erect residence; 26x52 ft.; 1 story and basement; stucco; shingle roof; cost \$5000; construction by owner.

Mo., Kansas City.—J. R. Couch, 304 Hall Bldg., will erect 7 residences to cost \$1000 each; construction by owner.

Mo., Kansas City.—Gus Agee, 418 Commerce Bldg., will erect 3 residences; 21x33 ft.; 2 stories and basement; brick veneer; shingle roof; cost \$3000.

Mo., St. Louis.—R. Richardson will erect four 2-story dwellings; cost \$7800.

Mo., St. Louis.—Susan Bane will erect 2-story dwelling; cost \$2500.

N. C., Monroe.—Bearkin Cotton Mills, organized by John C. Sikes and others, will erect 25 dwellings for operatives.

Okla., Enid.—G. Buxton will erect residence; 2 stories; frame; cost \$3500.

Okla., Enid.—C. H. Myers will erect 2 frame dwellings; cost \$3000 and \$4000, respectively.

Okla., Enid.—K. Lowrey will erect \$4000 dwelling; 2 stories; frame.

Okla., Enid.—C. H. Myers will erect 2 frame dwelling; cost \$7000.

Okla., Oklahoma City.—C. E. Huffman will erect frame dwelling, 1140 W. 32d St.; also 2-story frame dwelling, 315 W. 22d St.; cost \$4350 and \$6000, respectively.

Okla., Oklahoma City.—V. H. Patterson will erect frame residence; cost \$3500.

Okla., Oklahoma City.—B. Kerth will erect residence; frame; cost \$3000.

Okla., Oklahoma City.—A. Janovich will erect dwelling; frame; cost \$2500.

Okla., Oklahoma City.—T. Myers will erect dwelling; frame; cost \$3500.

Okla., Oklahoma City.—Aurelius-Swanson Co. will erect dwelling, 301 W. 21st St.; 2 stories; stucco; cost \$5000.

Okla., Tulsa.—Thos. F. Barrier will erect residence; cost \$2500.

Okla., Tulsa.—Fred. W. Koplin will erect dwelling; cost \$3500.

Okla., Tulsa.—S. J. Slisby will erect \$2000 residence.

S. C., Greenville.—J. C. Gresham will erect \$2000 residence.

S. C., Greenville.—J. R. Hudson will erect \$3000 dwelling.

Tex., Beaumont.—Debes & Farha will erect two 5-room dwellings; cost \$4000.

Tex., Dallas.—E. B. Johnson will erect building at 2421 Main St.; brick; cost \$3000.

Tex., Dallas.—J. Collins will erect dwelling; 6 rooms; cost \$2000.

Tex., Fort Worth.—W. J. Meggs will erect residence; frame; cost \$2800.

Tex., Fort Worth.—J. A. Carson will erect frame dwelling; cost \$2600.

Tex., Fort Worth.—R. E. Foster will erect frame residence; cost \$2800.

Tex., Fort Worth.—Mrs. W. G. Newby will erect dwelling; frame; cost \$2700.

Tex., Fort Worth.—W. H. Wilson will erect 6-room residence on South Hemphill St.

Tex., Fort Worth.—Morris Rector will erect two 5-room residences on Jefferson St. and Louisiana Ave.

Tex., Fort Worth.—Ira L. Miller will erect 4 dwellings on Hemphill St. and one on Jennings Ave.

Tex., Fort Worth.—R. C. Dandol will erect 7-room residence in Fairmont.

Tex., Fort Worth.—G. P. Stuart will erect frame residence; cost \$2600.

Tex., Fort Worth.—J. W. Brit will erect dwelling; frame; cost \$2800.

Tex., Houston.—L. B. Perry will erect bungalow; 6 rooms; frame; cost \$3000.

Tex., Houston.—Carter Lumber & Building Co. will erect 5-room frame dwelling on Park Drive; 5-room frame dwelling at Highland and Louise Sts.; 7-room frame dwelling on Rusk Ave. and 6-room frame dwelling at Noble and Chase Sts.; total cost \$10,650.

Tex., Houston.—J. H. Lyon will erect cottage; 6 rooms; frame; cost \$2700.

Tex., Houston.—Houston Land Corp. will erect 7-room frame and stucco dwelling, Avondale St.; 7-room frame and stucco dwelling on Harold St.; 8-room frame and stucco dwelling on Crocker St.; total cost \$18,000.

Tex., San Antonio.—J. B. Perez will erect residence; 16 rooms; frame; cost \$4000.

Tex., San Antonio.—Mrs. Anna Bennett will erect 5-room residence; cost \$3000.

Tex., San Antonio.—H. C. Thorman will erect four 5-room dwellings on Arlington, Cincinnati and Porter Sts.; cost \$7500.

Tex., San Antonio.—F. C. Suchy will erect 3-room addition to building at Romana St.; cost \$3500.

Tex., Vernon.—T. A. King will erect \$8000 residence.

Tex., Vernon.—R. S. King will erect dwelling; cost \$15,000.

Va., Danville.—F. T. Thomas has plans by Heard & Cardwell, Danville, for residence; 40x40 ft.; ordinary construction; composition roof. (Lately noted.)

Va., Danville.—E. F. Magee has plans by Heard & Cardwell, Danville, for residence; 41x50 ft.; ordinary construction; slate roof; wood floors; \$1000 heating plant. (Lately noted.)

Va., Petersburg.—F. A. Bishop, Sycamore St., is preparing plans for 5 dwellings on Walnut Hill; frame; 2 stories; cost \$4000 each.

Va., Petersburg.—I. Cooper has plans by W. Duncan Lee, Travelers Insurance Bldg., Richmond, for \$10,000 residence; brick and stucco; 2½ stories; 34x38 ft.; tile roof; wood floors; hot-water heat; bids opened June 12. Address Architect.

Va., Petersburg.—J. W. Ferrell is having plans prepared by W. Duncan Lee, Travelers Insurance Bldg., Richmond, for residence; 2½ stories; 27x40 ft.; frame; shingle roof; wood floors; hot-air heat; cost \$3500. Address Architect.

Va., Portsmouth.—H. H. Myrick of H. H. Myrick & Co. will erect residence; 2 stories; frame; slate roof; cost \$3500; construction under supervision of R. K. Revelle, Portsmouth.

Va., Portsmouth.—Bureau of Housing, Department of Labor, Washington, D. C., has plans by George B. Post & Sons, 101 Park Ave., New York, for developing industrial city in Hampton Roads Dist.; plans include 800 dwellings, etc.; construction under supervision of Admiral R. Harris of Bureau of Housing in Hampton Roads Dist. (See Government and State.)

W. Va., Charleston.—Ben Baer will erect dwellings at California Ave. and McClung St.; cost about \$60,000.

W. Va., Clarksburg.—Daniel Harris will erect residence; cost \$3500.

W. Va., Clarksburg.—Glenn B. Waters will erect brick residence; 6 rooms; asbestos roof; wood floors; cement sidewalks; cost \$4500.

W. Va., Clarksburg.—E. A. Bartlett and Gus Callas have permit to remodel building; cost \$5500.

### GOVERNMENT AND STATE

Ark., North Little Rock.—Postoffice.—J. Matthews will erect postoffice building.

D. C., Washington.—Hospitals.—Bureau of Yards and Docks, Navy Dept., receives bids until June 24 to construct 6 emergency hospital buildings; plans and specifications from Chief of Bureau. (See Hospitals.)

Fla., Jacksonville.—Cantonment.—War Department, Washington, D. C., will expend \$1,760,000 to enlarge quartermaster corps' cantonment at Camp Johnston; Capt. Allen, Contracting Quartermaster, Camp Johnston.

Ga., Savannah.—Hospital.—Treasury Dept., Jas. A. Wetmore, Acting Supervising Archt., Washington, D. C., receives bids until June 30 for alterations and additions to Marine Hospital.

Md., Camp Holabird.—Theater and Auditorium.—War Department, Washington, D. C., will erect \$30,000 theater and auditorium to seat 5000; Lieut.-Col. Franklin S. Leisenring, Commg. Officer.

Tex., Houston.—Warehouse.—War Department, Washington, D. C., will erect ordnance warehouse at Camp Logan; cost \$15,000; Capt. R. A. Blair, Constructing Quartermaster.

Va., Cape Charles.—Quarantine Station.—Treasury Dept., Jas. A. Wetmore, Acting Supervising Archt., Washington, D. C., rejected all bids to construct 12 additional buildings and remodel attendants' quarters at United States Quarantine Station, Craney Island. (Lately noted.)

Va., Hampton Roads.—Lecture Hall, etc.—Bureau of Yards and Docks, Navy Dept., Washington, D. C., will erect proposed lecture hall; also storehouse to cost \$100,000.

Va., Portsmouth.—Dwellings, etc.—Bureau of Housing, Department of Labor, Otto M. Elditz, Mills Bldg., Washington, D. C., has plans by George B. Post & Sons, 101 Park Ave., New York, for developing industrial city in Hampton Roads Dist., about 3 mi. from Portsmouth; plans include 800 dwellings, community buildings, including stores, 2 schools; police and fire department, neighborhood-house, theater, comfort stations, hospital, churches, etc.; construction under supervision of Admiral Frederick R. Harris of Bureau of Housing in Hampton Roads. Dist.

### HOSPITALS, SANITARiums, ETC.

Ga., Atlanta.—Morris Brown University is considering rebuilding hospital previously noted damaged by fire; J. L. Butler, T. J. Linton, W. D. Johnson and others, Committee.

Ga., Savannah.—Treasury Dept., Jas. A. Wetmore, Acting Supervising Archt., Washington, D. C., receives bids until June 30 for alterations and additions to Marine Hospital. (See Government and State.)

Ky., Paducah.—Illinois Central Ry. Co., A. S. Baldwin, Chief Engr., Chicago, has plans by Schmidt, Garden & Martin, 104 S. Michigan Ave., Chicago, for hospital to replace structure previously noted damaged by fire; 3-story building, 52x52 ft.; 2-story structures, 160x26 ft. and 112x40 ft.; 1-story building, 36x78 ft.; fireproof; reinforced concrete, hollow tile and brick; concrete foundation; reinforced concrete floors; slate roof; steam heat from present plant; light from public service; electric push-button elevator; cost \$160,000; date opening bids not set. Address architects. (Lately noted.)

La., Lake Charles.—St. Patrick's Sanitarium Trustees will erect annex; 20 rooms with 35 beds; cost \$70,000.

N. C., Dallas.—Gaston County Commrs., Gastonia, N. C., plan to erect addition to county home near Dallas for care of feeble minded, tubercular and pellagrous patients. (See City and County.)

Okl., Muskogee.—Oklahoma Baptist Hospital will have plans prepared by E. E. McKibbin, McKibbin Bldg., Muskogee, for hospital; reinforced concrete; cost \$50,000. (Previously noted.)

Okl., Waukegan.—City will probably vote on \$66,250 bonds for hospital improvements. Address The Mayor.

S. C., Columbia.—South Carolina Baptist Hospital will erect general hospital building; 5 stories and roof garden; 104x208 ft.; steel frame, concrete, brick and stone; slate or metal roof; fireproof; steam heat; city electric lights; date opening bids not set. (Lately noted.)

Tenn., Knoxville.—East Tennessee Sanitarium Corp. will erect building for tuberculosis sanitarium; E. R. Wade, Prest.

Va., Catawba Sanatorium.—State Board of Health receives bids until June 29 to erect receiving hospital and central heating plant at Catawba Sanatorium; 350x100 ft.; fireproof mill construction; slate roof; passenger elevator; plans and specifications at office Charles M. Robinson, Archt., Times-Dispatch Bldg., Richmond, and H. M. Miller, Supervising Archt., Roanoke; Ennion G. Williams, State Health Commr., Richmond.

Va., Norfolk.—Bureau of Yards and Docks, Navy Dept., Washington, D. C., receives bids until June 24 to construct 6 emergency hospital buildings at navy-yard; estimated cost \$1,250,000; further information from Chief of Bureau.

Va., Portsmouth.—Bureau of Housing, Department of Labor, Washington, D. C., has plans by George B. Post & Sons, 101 Park Ave., New York, for development of industrial city; plans include erection of hospital, etc.; construction under supervision of Admiral Frederick R. Harris of Bureau of Housing in Hampton Roads Dist. (See Government and State.)

Va., Richmond.—Administrative Board of Pine Camp Hospital receives bids until June 21 to erect hospital; separate bids for heating system. (See Machinery Wanted—Heating System.)

### HOTELS

D. C., Washington.—J. W. Lewis, 12th and U Sts. N. W., has plans by Hatton & Co., 1200 U St. N. W., Washington, for apartment-hotel at 13th and T Sts.; 90x100 ft.; 4 stories and basement; cost \$200,000.

Fla., Key West.—Over-Sea Hotel will remodel adjoining building, provide 18 rooms on second floor, all equipped with running water; connect with present structure, extend veranda, etc.

Fla., Miami.—D. Afremow will erect 1-story addition to Nichols Block for hotel; cost \$900.

Fla., West Palm Beach.—S. J. Finkley will build hotel at Bacoma Point at head of canal; 2 stories; 16 rooms; cost \$4500.

Ky., Hazard.—Relliance Coal & Coke Co. will build hotel. (See Dwellings.)

Mo., Kansas City.—H. B. Green, 709 Republic Bldg., has plans by Owen & Payson, 202 Relliance Bldg., Kansas City, for hotel; 50x121 ft.; 2 stories and basement; 27 rooms; cost \$30,000.

W. Va., Woodsdale, P. O. at Wheeling.—Stratford Springs Hotel Co. inceptd. by John W. Adams, M. O. Bond, both of Woodsdale; Harry L. Bond, M. S. Jones, both of Wheeling, and C. E. Frazier, Elm Grove, W. Va.; will expend \$400,000 to erect hotel at Woodsdale. Mr. Adams wires Manufacturers Record: "Plans for reinforced concrete hotel not completed for at least 30 days; architect on permanent plans not chosen."

### MISCELLANEOUS

Ga., Brunswick.—Clubhouse.—Butterworth-Judson Corp., 61 Broadway, New York, will build clubhouse, etc., in connection with \$2,000,000 industrial city development for \$5,000,000 picric acid plant it is constructing.

Ga., Decatur.—Home.—Trustees of Decatur Orphans' Home will rebuild dining-room, laundry and engine-room noted damaged by fire at loss of \$3000.

Ky., Hazard.—Welfare.—Relliance Coal & Coke Co. will erect welfare building. (See Dwellings.)

Mo., Kansas City.—Clubhouse.—Meadow Lake Country Club has plans by Smith, Rea & Lovitt, Finance Bldg., Kansas City, for remodeling and erecting addition to clubhouse; addition, brick and stone; 1 and 2 stories; 52x96 ft.

Mo., Kansas City.—Gospel Hall.—Gospel Hall Assn., 333 Bellefontaine Ave., has plans by E. O. Brostrom, Relliance Bldg., Kansas City, for gospel hall; 47x70 ft.; 2 stories and basement; brick and stone; composition roof; cost \$15,000.

Okl., Tulsa.—Clubhouse.—Ozark Club will erect clubhouse; cost \$7000.

### RAILWAY STATIONS, SHEDS, ETC.

Ala., Sheffield.—Southern Ry. Co., B. Herman, Chief Engr. M. W. & S. Lines East, Charlotte, N. C., will erect addition to and

alter union passenger station, reconstruct baggage-room and erect 2-story extension to office building in connection with freight station.

Fla., Ruskin.—Tampa & Gulf Coast Ry., W. D. Faucette, Chief Engr., Tampa, will erect depot.

### SCHOOLS

Ala., Alabama City.—Dwight Mfg. Co. will erect school; 2 stories; brick; 8 to 16 rooms; will receive bids; plans and specifications upon application.

Ala., Boyles.—Jefferson County Board of Education opens bids June 21 to erect high school to replace burned structure; plans by D. O. Whildin, Birmingham, call for a two and three-story structure; colonial style; 170x190 ft.; brick; auditorium to seat 500; 20-ft. stage; manual-training and machinery departments; gymnasium; laboratories, etc.; cost \$55,000. (Lately noted.)

Ala., Tuscaloosa.—City votes July 15 on \$95,000 school bonds to erect East End school, addition to high school, etc.; also plans later to erect school buildings in West End, enlarge Jemison school and construct colored school. Address The Mayor.

Ala., Mobile.—Chickasaw Shipbuilding Co., J. F. Coleman, Gen. Supt., will erect schools in connection with development of industrial town.

Ark., Harrisburg.—School Board has plans by C. A. Ferrell, Little Rock, for school building; 2 stories; brick. (Previously noted.)

Ark., Little Rock.—School Board, Dr. A. T. McKinney, Prest., is considering erecting and improving schools.

Ark., Pine Bluff.—Trustees of Arkansas-Haygood Industrial College, near Pine Bluff, plan to erect administration building; \$50,000 appropriation. (Previously noted.)

Ark., Worden.—School Board will rebuild school building; construction under supervision of W. H. Davison, Secy. School Board.

D. C., Washington.—Secretary Board of Commrs., Room 509, District Bldg., receives bids until June 14 to construct portable school buildings; blank forms of proposals, plans, specifications, etc., at office Chief Clk., Engineer Dept., Room 427, District Bldg.; Louis Brownlow, John G. D. Knight, W. Gwynn Gardner, Commrs.

Fla., Apopka.—Special Tax School Dist. No. 3, Orange County, voted \$16,000 bonds to erect school; has plans by F. H. Trimble, Orlando, for 6-room and auditorium brick structure; composition roof; wood floors; city electric lights; hot-air heat. (Previously noted.)

Ga., Brunswick.—Butterworth-Judson Corporation, 61 Broadway, New York, will build schools, etc., in connection with \$2,000,000 industrial city development for \$5,000,000 picric acid plant it is building.

Ga., Chula.—Chula School Dist. will soon call election on about \$10,000 bonds to erect 8-room school building. Address Dist. School Trustees.

Ga., Omega.—Omega School Dist. will soon call election on about \$10,000 bonds to erect school building. Address Dist. School Trustees.

Ky., Cookeville.—Crittenden County Board of Education, Marion, Ky., will erect school; J. L. F. Paris, Supt., Marion.

Ky., Hazard.—Perry County will let contracts at once to erect 3 public schools. Address County Supt. of Schools.

Ky., Lexington.—University of Kentucky will remodel and erect addition to Education Bldg.; M. A. Cassidy, Supt. of Dept. of Education.

Ky., Whitesburg.—Letcher County will let contract June 22 to erect 2 sub-district schools to cost \$15,000. Address E. B. Halle, County Supt. of Schools.

Md., Lonaconing.—County Board of Education, Cumberland, Md., has plans by G. F. Sansbury, Cumberland, for 2-story high school; 50x80 ft.; brick; composition roof; wood floors; cost \$32,000; date opening bids not set.

Miss., Itabena.—Board of Trustees, A. B. Reese, Secy., will erect school building; 41x62 ft.; brick; composition roof; frame floors; steam heat; electric lights; cost \$10,000; bids opened July 1; M. M. Alsop, Archt., Clarksdale, Miss. (Lately noted.)

Miss., Meridian.—Lauderdale County School Board will consider bond issues for consolidated school in Bethel, Toomsaba, Tonic and other parts of district; also consider establishment of school near Zero; also votes June 25 on bond issues of \$500 and \$5000, respectively, for schools at Concord and Vinville; former 2 stories; frame;

cost \$4500 (address J. S. Green, Route A, Meridian); latter structure 2 stories; frame; 6 or 8 rooms; cost \$4000 to \$5000 (address H. W. Brewster, Vinville; T. C. Lockard, Supt. of Education.)

Miss., Summit.—W. B. Mixon, Secy., care of H. W. McKenna, Magnolia, Miss., receives bids until June 24 for material and equipment for previously-noted Pike County Agricultural High School; plans and specifications at office of Mr. Mixon and Xavier A. Kramer, Archt., Magnolia, Miss. (See Machinery Wanted—Building Materials; School Equipment; Electric-light Equipment.)

Miss., Toomsaba.—Lauderdale County School Board, Meridian, Miss., will consider bond issue for consolidated school in Toomsaba, Tonic, Bethel and other parts of district. (See Miss., Meridian.)

Miss., Vinville.—Lauderdale County School Board, Meridian, Miss., approved \$5000 bond issue for consolidated school building. (See Mississippi, Meridian.)

Mo., Columbia.—University of Missouri, A. Ross Hill, Prest., will erect building for School of Journalism; cost \$50,000.

Mo., Hornersville.—Bone School Dist. No. 65, R. H. Tinnin, Prest. Board of Trustees, receives bids until June 24 to erect school building; 1 story; brick; 79x48 ft.; wood-shingle roof; pine floors; low-pressure heat; cost \$9000; T. E. Hyatt, Archt., Kennett, Mo.; plans and specifications at office Mr. Tinnin, and Planters' Bank, Hornersville. (Previously noted.)

Mo., St. Louis.—Board of Education has plans by R. M. Milligan, St. Louis, for kindergarten addition to Gratiot School; 42x32 ft.; 1 story; bids opened about July 1; cost \$10,000.

Mo., Atherton.—School Dist. No. 4, Jackson County, F. W. Meyers, Secy., has plans by W. E. Schrage, 43 E. 32d St., Kansas City, Mo., for school; 30x60 ft.; 1 story and basement; cost \$7000. (Previously noted.)

N. C., Farmington.—Building Committee of State High School will erect brick building.

N. C., Laurinburg.—Scotland County Board of Education consolidated Districts 3 and 4, Stewardsville Township, and will soon call election on bonds to erect school building.

N. C., Stoneville.—Stoneville School Com. receives bids until June 17 to erect high school; 33x58 ft.; 2 stories; brick; slate roof; 6 classrooms and auditorium; plans and specifications at office Jas. W. Hopper, Archt., Leaksville, N. C., and above committee.

Okl., Duncan.—City voted \$35,000 school bonds. Address The Mayor.

Okl., Lehigh.—City plans to issue school bonds. Address The Mayor.

Okl., Duncan.—Duncan School District voted \$35,000 school bonds. Address District School Trustees.

Okl., Ringling.—Ringling School District voted \$10,000 school bonds. Address District School Trustees.

Okl., Weleetka.—City will probably vote on school bonds. Address The Mayor.

Okl., Waukegan.—City will probably vote on \$22,000 school bonds and \$66,250 hospital improvement bonds. Address The Mayor.

Tex., San Antonio.—Bexar County School Trustees receives bids through Henry T. Phelps, Archt., 518-22 Gunter Bldg., San Antonio, until June 15 to erect 3-story reinforced concrete and brick school building for School Dist. No. 41 at Penfield; plans and specifications at office architects.

S. C., Anderson.—Piercetown School Dist. No. 54, Anderson County, voted June 15 on \$2000 bonds to erect and equip school; W. M. Smith, J. F. Mauldin and L. McNells, Trustees.

S. C., Greer.—School Board has donation of \$50,000 to erect high school.

Tex., Brownwood.—Daniel Baker College is reported to erect agricultural hall, dormitory and science hall.

Tex., Ft. Worth.—City Board of Education plans to erect high school at 20th and Park Sts.; cost about \$160,000. Address The Mayor.

Tex., Whitesboro.—City Council and School Board receive bids at office of Fred Suggs, City Secy., until June 17 to erect 17-room and-auditorium high-school building; reinforced concrete, brick, tile and wood; plans and specifications at office Wm. Albert Tackett, Archt., Sherman, Tex., and Mr. Suggs as above. (Previously noted.)

Va., Harrisonburg.—State Normal School, J. Barrows, Prof., has plans by Chas. M. Robinson, Times-Dispatch Bldg., Richmond, for \$10,000 addition.

Va., Larchmont.—County School Committee of Tanners Creek Dist. has plans by



Harvey Abrames, Arcade Bldg., Norfolk, for addition to school; 38x160 ft.; 8 rooms; brick; slate roof; wood floors; cost \$40,000; hot-air heating and ventilating, \$3000; lighting and other equipment, \$5000; will not let contract until after sale of bonds. (Previously noted.)

Va., Portsmouth.—Bureau of Housing, Department of Labor, Washington, D. C., has plans by George B. Post & Sons, 101 Park Ave., New York, for developing industrial city in Hampton Roads Dist.; plans include 2 school buildings, etc. (See Government and State.)

W. Va., Middlebourne.—Board of Education, H. H. Furber, Prest., has plans by Holmboe & Lafferty, Empire Bldg., Clarksburg, W. Va., for grade school; 8 classrooms, gymnasium and auditorium; brick, tile and reinforced concrete.

## STORES

Ala., Birmingham.—Molton Realty Co. has permit to repair Hood Bldg.; 4 stories; brick; cost \$4000.

Ala., Florence.—Smith & Bobbitt, Memphis, Tenn., are preparing plans for garage and 2 stores to cost \$51,000. (See Dwellings.)

Ala., Florence.—H. L. Reeder will erect 6 stores on College and Seminary Sts.; cost \$4000.

Ala., Gadsden.—R. B. Kyle has plans by A. D. Simpson, Gadsden, for store building on Sixth St.; brick; 25x50 ft.; will be occupied by Howell Brothers.

Ala., Opelika.—Mrs. Ida L. Hudmon will erect store building; 38x120 ft.; brick; metal roof; double floors with rift surface. Address T. C. Hudmon. (Lately noted.)

Fla., Key West.—Phillip Ullendorff will remodel building at Duval and Fleming Sts.; install new front, etc.

Fla., Miami.—Wm. M. Burdine Sons Co. will remodel store building; provide marquee awning, etc.

Fla., Miami.—Frederick H. Rand, Jr., and others will erect 3-story business building; foundation to permit erection of 3 additional stories; first section to cost about \$35,000; brick; reinforced concrete columns; stores on ground floor, with theater in rear to have seating capacity of about 1000; second and third floors for either offices or hotel; construction by day labor under supervision of C. D. Cochran. (Lately noted.)

Ga., Augusta.—Mose Anderson, 911 Walker St., has plans by Alfonso Reveron, P. O. Box 303, Augusta, for business and fraternal building on Campbell St.; 40x150 ft.; fireproof; brick and concrete; sheet metal roof; concrete, tile and hardwood floors; steam heat; bids opened June 15. Address architect. (Lately noted.)

Ga., Brunswick.—Butterworth-Judson Corporation, 61 Broadway, New York, will build stores, etc., in connection with \$2,000,000 industrial city development for \$5,000,000 picric acid plant it is constructing.

Ky., Louisville.—Frank McGrath, 1510 S. Fourth St., is having plans prepared by Thos. J. Nolan, Courier-Journal Bldg., Louisville, to remodel store and apartment-house. (See Apartment-houses.)

La., New Orleans.—J. H. Schluter will expend \$4200 for alterations to building on Magazine St.

La., New Orleans.—Joe Kauffman, Prest. of Kauffman Company will erect business building; 165x214 ft.; 2 stories; brick; construction to permit additional story later.

Md., Baltimore.—J. Castberg & Son, 106 N. Eutaw St., leased building at Lexington St. and Park Ave. and will make improvements to include installation of show windows, new entrance, elevator, etc.

Md., Baltimore.—Louis Aiello has plans by John Owens, 546 Equitable Bldg., Baltimore, for store and residence at 3703 Claremont St., Highlandtown; cost \$6000. (See Dwellings.)

Md., Baltimore.—Eisenberg's Underselling Stores, 213 W. Lexington St., will expend \$15,000 to improve store building at 221 W. Lexington St.; 3 stories; 35x100 ft.; Franklin Bros. & Haigley, Pier S. Locust Point, and Chas. L. Stockhausen Co., Gay and Water Sts., both of Baltimore, are estimating.

Mo., St. Louis.—Jos. Knoll will erect 1-story store building; cost \$3190.

Mo., St. Louis.—Shapleigh Hardware Co. will alter mercantile building; cost \$3500.

N. C., Winston-Salem.—J. F. Smithdeal will remodel and enlarge store building on Trade St., to be leased by J. L. Casper; cost about \$8000.

N. C., Louisville.—R. F. Fuller is reported to erect store building on Main St.; 3 store-

rooms; arched driveway leading to stables in rear.

Okla., Tishomingo.—First National Bank has plans by Albert B. Jewett, Downen Bldg., Durant, Okla., for store and bank building; 1 story; 25x68 ft.; cost \$5000; bids closed June 11. (See Bank and Office.)

Tex., Beaumont.—H. G. Brown will erect 2 stores on Magnolia Ave.

Tex., Eastland.—C. W. Connelly will erect two 2-story business buildings.

Tex., Eastland.—Root, Hupp & Davis will erect two business buildings; 2 stories; brick.

Tex., Orange.—W. H. Stark will erect 2 business buildings at Main and Fifth Sts. and Fifth and Front Sts.

Tex., San Antonio.—Mrs. M. Maury will expend \$11,000 to remodel brick business building.

Tex., San Antonio.—E. Arnaud will erect business building; brick; cost \$12,000.

Tex., Texarkana.—W. C. Hardin will erect business building; 2 stories and basement; brick.

Tex., Vernon.—Perkins & Timberlake Co. will erect 2 brick business buildings; cost \$30,000.

Va., Bristow.—J. L. Crumley will erect business building on Shelby St.

Va., Portsmouth.—B. E. White will erect 2-story brick store building on High St.; cost \$9000.

Va., Portsmouth.—Bureau of Housing, Department of Labor, Washington, D. C., has plans by George B. Post & Sons, 101 Park Ave., New York, for developing industrial city in Hampton Roads Dist.; plans include stores, etc. (See Government and State.)

W. Va., Clarksburg.—J. P. Clifford has permit to erect business building on 4th St.; cost \$4000.

## THEATERS

Fla., Miami.—Frederick H. Rand, Jr., and others will erect business building; stores on ground floor, with theater in rear to have seating capacity of about 1000. (See Stores.)

Ga., Brunswick.—Butterworth-Judson Corporation, 61 Broadway, New York, will build moving-picture theater in connection with \$2,000,000 industrial city development for \$5,000,000 picric acid plant it is constructing.

Md., Baltimore.—Northeastern Amusement Co. has plans by Theodore Wells Pietsch, American Bldg., Baltimore, for Palace Moving Picture Theater at Gay and Wolfe reinforced concrete; cost \$20,000; construction indefinitely postponed.

Md., Camp Holabird.—War Department, Washington, D. C., will erect theater and auditorium building to seat 5000; cost \$30,000.

Mo., Kansas City.—H. A. Drake, Reliance Bldg., Kansas City, is architect for moving-picture theater at 1112-18 Main St.; 97x127 ft.; 6 stories; seating capacity 2000; reinforced concrete fireproof construction; terracotta or stone front.

Va., Portsmouth.—Bureau of Housing, Department of Labor, Washington, D. C., has plans by George B. Post & Sons, 101 Park Ave., New York, for developing industrial city; plans include erection of theater and moving-picture theater, etc.; construction under supervision of Admiral Frederick R. Harris of Bureau of Housing in Hampton Roads Dist. (See Government and State.)

Va., Richmond.—W. Greener Neal, owner of Academy of Music, is reported to erect theater; "T" shape; seating capacity 3000; arcade entrance; cost about \$200,000; E. K. Howell, Archt., Richmond.

Va., Richmond.—R. D. Craver and Pryor Bros., Charlotte, N. C., J. A. Connelly, Agt., Richmond, have plans by Carneal & Johnston, Chamber of Commerce Bldg., Richmond, for vaudeville theater; 60x120 ft.; fireproof; slag roof; steam and hot-air heat; electric lights. Address Architects.

W. Va., Charleston.—Nitro Amusement Corp. chartered with \$25,000 capital by R. E. Sherwood, A. E. Sherwood, Chas. J. Hogg and others, all of Charleston.

## WAREHOUSES

Fla., St. Augustine.—St. Johns County has plans by C. E. Henderson, County Engr., St. Augustine, for storehouse; 1 story; 40x80 ft.; concrete block and frame; frame roof with fireproof covering; electric lights; bids opened June 11. Address City Clk. (See City and County.)

Ga., Brunswick.—Butterworth-Judson Corporation, 61 Broadway, New York, will build warehouses, etc., in connection with \$2,000,000 industrial city development for \$5,000,000 picric acid plant it is constructing.

La., Gueydan.—Nitro Rice Mill, Inc., will build three 1-story composition-roof warehouses; 130x88 ft., 150x100 ft. and 100x22 ft.

Mo., St. Louis.—H. T. O'Fallon will erect 2-story warehouse; cost \$8000.

Mo., St. Louis.—Plant Milling Co. will erect addition to warehouse; cost \$15,000.

N. C., Greensboro.—Odell Hardware Co. will erect 4-story warehouse and office building; Harry Barton, Archt., Greensboro. (See Bank and Office.)

## BUILDING CONTRACTS AWARDED

### APARTMENT-HOUSES

Fla., St. Petersburg.—Jennie Barrs let contract to Chas. Du Bois, St. Petersburg, to erect apartment-house; 40x75 ft.; frame; slag roof; wood floors; gas heat; cost \$11,000; W. S. Shull, Archt., Independent Bldg., St. Petersburg, may be addressed. (Previously noted.)

Fla., St. Petersburg.—Mrs. Ann J. Wyman let contract to M. D. Seaman (E. N. Woodward, foreman), Box 414, St. Petersburg, to erect apartment-house; 36x74 ft.; brick veneer; asphalt slate coat fireproof roofing; double floors; city electric lights; cost about \$5500; Geo. Feltham, Archt., St. Petersburg. Address contractor. (Lately noted.)

Mo., Kansas City.—C. O. Jones, Commerce Bldg., has plans by F. H. Michaelis, Kansas City, for apartment-house; 100x190 ft.; 2 stories and basement; 75 suites; let contract to A. J. Shrik Roofing Co., Kansas City, for roofing, and Jorgensen & Brink for plumbing; cost \$100,000.

Va., Hopewell.—Grestine Chakales let contract to J. B. Greenway, Hopewell, to erect store and apartment building; S. D. Craig, Archt., Lehigh Bldg., Petersburg. (See Stores.)

Va., Richmond.—R. L. Dibrell, Danville, Va., has plans by and let contract to Hallett & Pratt, Mutual Bldg., Richmond, to remodel residence for apartment-house; 2 stories; let contract to W. D. Timmons, 129 N. 28th St., Richmond, for painting; cost \$6000. (Lately noted.)

Va., Richmond.—Brock Estate has plans by and let contract to Hallett & Pratt, Mutual Bldg., to remodel 3-story residence at 206 Franklin St. for apartment-house of 3 suites; cost \$6000; let contract to W. D. Timmons, 129 N. 28th St., for painting; to Carl Reeling, 1614 W. Broad St., for heating and plumbing; all of Richmond. (Lately noted.)

Va., Richmond.—Davis Brothers, 2510 W. Main St., will erect two 3-story brick apartment-houses on Monument Ave., between Boulevard and Sheppard St.; 6 suites; cost \$50,000; let contract to Carl Reeling, 1614 W. Broad St., for plumbing; to L. M. Cheatham, 904 W. Main St., for heating; to R. E. Piper, 412 E. Main St., for roofing; all of Richmond; construction by owner. (Lately noted.)

### BANK AND OFFICE

Ark., Doddridge.—J. C. King has contract to erect bank building; 1 story; brick.

Md., Baltimore.—Cumberland Coal Co. let contract to Thos. L. Jones & Son, 410 W. Saratoga St., Baltimore, to erect 2-story brick building at Herkimer and Bayard Sts.; 20.4x25.4 ft.; cost \$6500; Mottu & White, Archts., 322 N. Charles St., Baltimore.

Mo., Kansas City.—Ernest Shukert, 1112 McGee St., let contract to Carlson & Lindahl, Kansas City, to remodel store and office building; cost \$50,000. (See Stores.)

Mo., Higginsville.—Farmers' Bank let contract to W. Peversterff, Higginsville, to erect bank building; 2 stories; 50x60 ft.; cost \$50,000; Sheppard, Farrar & Wiser, Archts., 1202 E. A. Long Bldg., Kansas City, Mo. (Lately noted.)

Mo., Kansas City.—Pioneer Trust Co., 10th and Baltimore Ave., is reported to have let contract, on percentage basis, to J. R. Vansant Construction Co., 314 Dwight Bldg., Kansas City, to erect addition to office building; 2 stories; 113x127 ft.; brick, steel and stone.

Okla., Shawnee.—National Bank of Commerce has plans by and let contract to Schooley Bank & Equipment Co., 718 Delaware St., Kansas City, Mo., for remodeling bank building; 30x90 ft.; 2 stories and basement; brick and terra-cotta.

### CHURCHES

Fla., Miami.—W. S. Cameron, Key West, Fla., has contract to erect Jewish synagogue.

Tex., Houston.—War Dept., Washington, D. C., will erect ordnance warehouse at Camp Logan; Capt. R. A. Blair, Constructing Quartermaster. (See Government and State.)

Va., Richmond.—C. F. Sauer Co. will repair brick warehouse; cost \$7000.

Va., Richmond.—Liggett & Myers Tobacco Co. will erect warehouse at 6th and Canal Sts.; 2 stories; brick, concrete and wood; cost \$30,000.

### COURTHOUSES

Okla., Pauls Valley.—Garvin County Commissioners let following contracts for erection of courthouse and jail: General contract, Manhattan Construction Co., Muskogee; plumbing and heating, McCoy Plumbing & Heating Co., Norman; painting, Frank Gordon, Muskogee; plans by Jewell Hicks, Durant, Okla., call for structure 100x115 ft.; fireproof; tar and gravel Barrett specification roof; concrete floors; 4 stories; cost \$150,000. (Lately noted.)

### DWELLINGS

D. C., Washington.—H. R. Eastwood, 58 W. St. N. W., has plans by W. E. Denton, 614-22 Eleventh St., Washington, for 2-story frame dwelling, 1321 Geranium St.; cost \$5000; construction by owner.

Fla., Key West.—Phillip Ullendorff let contract to W. S. Cameron, Key West, to erect 4 dwellings on White St.; bungalow type; three 2-story structures; other 1 story.

Ky., Covington.—Wm. E. Bishop, 1551 Russell Ave., let contract to Hildreth & Beckman, 311 W. 17th St., Covington, to erect residence; 24x31 ft.; 2½ stories; cost \$2500.

Ky., Covington.—G. E. Hammons let contract to Hildreth & Beckman, 311 W. 17th St., Covington, to erect residence; 2½ stories; 23x30 ft.; asphalt shingle roof; cost \$2500.

Ga., Augusta.—Mrs. Cal Lamar has plans by Willis Irvin and let contract to Palmer-Spivey Construction Co., both of Augusta, to erect residence and garage; brick and stucco; Georgian style; service portion with tile walls; built-in cabinets and refrigerators; ventilating system for stoves; hot-water heat; cost \$22,000.

La., Alexandria.—H. S. Arrington let contract to M. Roth to erect \$3200 dwelling.

La., New Orleans.—G. Black let contract to erect 2-story dwelling; cost \$6500.

La., New Orleans.—L. W. Magru let contract to C. Sintes to erect frame residence; cost \$2300.

Md., Dundalk.—Liberty Housing Co., subsidiary of Bethlehem Shipbuilding Corp., which is controlled by Bethlehem Steel Co., purchased sites from Dundalk Co., St. Helena, and let contract to Consolidated Engineering Co., Calvert Bldg., Baltimore, to erect 531 buildings, including dwellings and about 10 boarding-houses, for workmen at Bethlehem Steel Co.'s plant; cost, including some street work, grading, etc., about \$2,000,000; Edw. L. Palmer, Jr., Archt., 513 N. Charles St., Baltimore; United States Shipping Board loans the money to Liberty Housing Co. and accepts mortgage on land and houses as security. (Lately noted.)

Miss., Greenville.—Misses Mary and Susie Trigg has plans by and let contract to C. L. White, Greenville, to erect residence; 8 rooms, 2 baths, 2 halls, kitchen, etc.; frame; Reynolds asphalt shingle roof; sub and finish pine floors; 2 double chimneys and grates; city electric lights; cement walk; cost \$550. Address Miss Mary Trigg. (Lately noted.)

Mo., Kansas City.—Earl C. Hallar, 316 R. A. Long Bldg., let contract to Carl C. Hallar Construction Co., same address, to erect residence; 24x32 ft.; frame; board siding; shingle roof; oak floors; hot-air heat; city electric lights; cost \$5000. Address contractor. (Lately noted.)

Mo., Kirkwood.—Dr. Robt. C. Forsyth let contract to Wm. Bopp, Kirkwood, to erect residence; cost \$20,000; Daniel H. Mullen, Archt., Chemical Bldg., St. Louis.

Mo., St. Louis.—August Collier let contract to R. Wartman, St. Louis, to erect three 1-story dwellings; cost \$7500.

Mo., St. Louis.—Seal Realty & Building Co. let contract to J. B. Wise, St. Louis, to erect two 1-story dwellings; cost \$4000.

N. C., Charlotte.—Will Well let contract to John P. Little & Son, Charlotte, to erect residence; 2 stories; 10 rooms; frame; shingle roof; wood floors; cost \$12,000; hot-air heat and plumbing; \$2500; L. L. Hunter, Archt., Charlotte.

N. C., Charlotte.—Agnes Manning let contract to J. A. Williamson, Charlotte, to remodel and erect addition to dwelling; cost \$2000.

N. C., Charlotte.—C. J. R. Blake, Jr., let contract to E. M. Carter to erect dwellings; 6 rooms; cost \$2000.

N. C., Greensboro.—Harbin Construction Co., Lexington, N. C., general contractor to erect residence for J. M. Galloway, let following sub-contracts: Oettinger Lumber Co., shop work; Rowe & Roach Co., stone work in place; Brooks Mfg. Co., lumber, flooring, etc.; Odell Hardware Co., cement, nails; C. B. Hester, grading; C. L. Heath, brick work; J. M. Albright, concrete; J. D. Wilkins, iron and steel work; McClamroch Co., marble and tile work; T. G. Proctor, painting; J. L. Griffin, electrical work; Crutchfield Plumbing Co., plumbing and vacuum cleaner; H. W. Sullivan, roofing; Southside Hardware Co., hardware; all of Greensboro; Pomona Terra Cotta Co., Pomona, N. C., hollow tile; Orinco Supply Co., Winston, N. C., crushed stone; Woodall Bros. & Anderson, High Point, N. C., plastering and stucco; plans by Harry Barton, Greensboro, call for structure 55x72 ft.; granite and brick; tile roof; wood floors; city lighting; cost \$50,000. (Lately noted.)

N. C., Winston-Salem.—Dr. O. R. Kiger let contract to J. E. Kennerly, Winston-Salem, to erect residence; cost \$6000.

N. C., Winston-Salem.—Mrs. Wiley Jones let contract to J. E. Kennerly, Winston-Salem, to erect bungalow.

Okla., Oklahoma City.—J. A. Sine will erect 2-story residence; cost \$4000; Slater & Ford, Contrs., Oklahoma City.

Okla., Oklahoma City.—H. F. Wahlgren let contract to Slater & Ford, Oklahoma City, to erect dwelling; 2 stories; frame; cost \$3000.

Okla., Oklahoma City.—M. B. Sears let contract to Gill & Conner, Oklahoma City, to erect 4 dwellings; total cost \$12,850.

Okla., Oklahoma City.—J. G. Boedecker let contract to Gill & Conner, Oklahoma City, to erect 2 dwellings; cost \$3150 each.

Okla., Oklahoma City.—S. E. Kelly let contract to R. T. Bush, Oklahoma City, to erect dwelling; frame; cost \$3500.

Okla., Oklahoma City.—J. M. Condit will erect dwelling; frame; cost \$3650; E. N. Redman, Contr., Oklahoma City.

Okla., Oklahoma City.—W. G. Forbes let contract to J. McKinney, Oklahoma City, to erect dwelling; 2 stories; frame; cost \$6000.

Okla., Oklahoma City.—J. E. Johnson let contract to J. McKinney, Oklahoma City, to erect residence; frame; cost \$4400.

Okla., Tulsa.—Mrs. Humphrey let contract to E. N. Redman, Oklahoma City, to erect dwelling; frame; cost \$3000.

Okla., Tulsa.—S. M. Bell, 224 N. Main St., let contract to A. C. Davis, Tulsa, to erect residence on Irving Place; 34x46 ft.; frame with concrete foundation; shingle roof; oak flooring; cost \$4500; also let contract to B. Duke, Tulsa, to erect residence at 1507 E. Jefferson St.; 32x46 ft.; frame; shingle roof; wood floors; cost \$4000. (Lately noted.)

Okla., Tulsa.—E. E. Clulow, Box 1290, let contract to E. W. Atchley, Tulsa, to erect residence; 27x46 ft.; frame; composition slate-coated strip shingle roof; oak with sub-floors; electric lights; cost \$4000. (Lately noted.)

Tex., Beaumont.—W. A. Brown let contract to Interstate Realty Co., Beaumont, to erect residence; 6 rooms; cost \$3200.

Tex., Beaumont.—L. Carroll let contract J. S. Merriwether, Beaumont, to erect residence; 5 rooms; hollow tile; cost \$6000; C. A. Logan, Archt., Beaumont.

Tex., Beaumont.—B. L. Richards will erect dwelling; 6 rooms; cost \$2200; Interstate Realty Co., Contr., Beaumont.

Tex., Beaumont.—F. T. Crockett will erect dwelling; 5 rooms; cost \$2400; Interstate Realty Co., Contr., Beaumont.

Tex., Beaumont.—H. Kemp let contract to W. T. Dunham to erect 2 dwellings; 6 rooms; cost \$3200.

Tex., Beaumont.—M. P. Erwin let contract to J. S. Merriwether, Beaumont, to erect dwelling; 5 rooms; stucco; cost \$2700.

Tex., Beaumont.—H. B. Hildreth let con-

tract to Interstate Realty Co., Beaumont, to erect residence; 6 rooms; cost \$4000.

Tex., Beaumont.—C. E. Galliano let contract to Rutt Home Builders, Beaumont, to erect dwelling; 5 rooms; stucco; tile roof; cost \$2300.

Tex., Beaumont.—T. D. Davidson let contract to Interstate Realty Co., Beaumont, to erect dwelling; 6 rooms; cost \$4000.

Tex., Beaumont.—T. J. Faust let contract to Interstate Realty Co., Beaumont, to erect dwelling; 4 rooms.

Tex., Dallas.—Mrs. B. D. Moody let contract to W. H. Moffitt to erect dwelling; 5 rooms; frame; cost \$2365.

Tex., Houston.—W. A. Wilson let contract to J. A. Reynolds to erect 2 dwellings; 5 rooms; frame; cost \$2800 each.

Tex., Houston.—J. W. Wicks let contract to R. W. Stahrt to erect dwelling; 5 rooms; frame; cost \$2745.

Tex., Houston.—G. J. Palmer let contract to J. S. Purdy to erect 5-room residence and garage; frame; cost \$2950.

Tex., Houston.—Carter Lumber & Building Co. let contract to C. J. Sherman to erect 5-room dwelling on Walker Ave.; cost \$2650.

Tex., Houston.—Mrs. J. E. Banta let contract to R. J. Hughes to erect 8-room frame brick-veneer dwelling; cost \$3850.

Tex., Laredo.—Mrs. J. J. Czar let contract to J. Montes to erect dwelling; 6 rooms; brick.

Tex., Tankersley.—J. Stocks let contract to F. J. Von Rosenberg, San Angelo, Tex., to erect residence; cost \$5000.

Tex., Vernon.—S. Honacker let contract to Carr & Blakemore to erect residence; cost \$35,000.

Tex., Vernon.—H. Farrell will erect \$3000 residence; A. P. Peck, Contr., Vernon.

Tex., Vernon.—T. H. Shive let contract to Naylor & Hammock to erect dwelling.

Va., Danville.—H. O. Eanes, Mgr., Chesapeake Telephone Co., let contract to L. B. Flora, Danville, to erect residence; frame; brick foundation; colonial front porch; rift pine floors.

Va., Norfolk.—E. W. Sawyer will erect residence; 2 stories; cost \$4000; let contract to Wilson & Co., 701 Bousch St., Norfolk, for heating and plumbing.

Va., Richmond.—Henrietta Behle let contract to A. F. Perrin, 808 Greenwood Ave., Richmond, to alter store, install display window 25x36 ft.; plate glass iron and wood; tile roof; cost \$6600; additional wiring, \$500; Carneal & Johnston, Archts., Richmond.

Va., Richmond.—C. W. Page, Chamber of Commerce Bldg., has plans by H. T. Barnham, Chamber of Commerce Bldg., Richmond, for residence; 2 stories; 30x29x25 ft.; cost \$5000; construction by owner; let contract to W. S. Mahoney, 523 E. Main St., for heating; J. H. Chappel & Bro., 309 E. Main St., contract for plumbing; to Frank Grace, 711 E. Franklin St., for painting; all contractors of Richmond.

Va., South Boston.—E. W. Willingham let contract to H. P. Blanks, Lynchburg, Va., to erect dwelling; 37x105 ft.; tile construction and roof; oak floors; cost \$7300; heating and lighting under separate contracts; let contract to D. S. Motley & Co., Danville, Va., for roofing; Heard & Cardwell, Archts., Danville. (Lately noted.)

## GOVERNMENT AND STATE

D. C., Anacostia.—Experimental Station.—Cantonment Division, War Dept., Washington, D. C., let contract to Weller Construction Co., 816 14th St., Washington, to erect experimental station for signal corps; brick; cost \$100,000. (Lately noted.)

Okla., Bartlesville.—Experimental Station. Bureau of Mines let contract to D. M. Wall, 2617 Agnes St., Kansas City, Mo., to erect 2-story administration building 35x45 ft. and engineering and laboratory building 1 story, 40x60 ft.; Keene & Simpson, Archts., 400 Reliance Bldg., Kansas City, Mo.

S. C., Charleston.—Coast Artillery Post.—Cantonment Division, War Dept., Washington, D. C., let contract to Gallivan Building Co., Greenville, S. C., to erect barracks, officers' quarters, etc., for coast artillery post.

## HOSPITALS, SANITARIUMS, ETC.

Miss., Clarksdale.—Dr. Raines let contract to J. T. Skinner, Clarksdale, to erect hospital on Issaquena Ave.; 2 stories; brick; cost \$20,000.

Miss., Magee.—State Board of Health. let contracts as follows to erect building at Mississippi State Tubercu-

losis Sanatorium near Magee: General contract, Inglenook Construction Co., Birmingham, Ala., at \$23,094; plumbing, heating and wiring, Luberback Plumbing Co., Jackson, Miss., \$4,274.01; laundry equipment, Troy Laundry Machinery Co., Chicago, \$3,411.68; plans by Ben Price, 518-9 Empire Bldg., Birmingham, call for 2-story administration building; brick, 40x92 ft.; 2 frame cottages and laundry building. (Previously noted.)

N. C., Azalea.—War Department, Washington, D. C., will erect 150-room addition to Kenilworth Inn, which is being used as Army General Hospital No. 12; cost about \$300,000; Lieut.-Col. Wm. H. Smith, Commandant.

## HOTELS

Ala., Florence.—W. L. Reeder will let contract to erect building for stores and 27 rooms for hotel annex. (See Stores.)

Ala., Sheffield.—G. M. McGregor, Birmingham, let contract to L. J. Morris, Birmingham, to erect store and hotel building to be leased by J. N. Martin & Sons, Birmingham. (See Stores.)

Ark., Newport.—Wolf-Goldman Realty Co. let contract to W. H. Snetser, Newport, to improve and remodel Hazel Hotel; plans include 25 rooms; steam heat; cost \$5000; will be operated by Mrs. Estelle Claridge and known as Claridge Hotel.

Ga., Decatur.—L. M. Wells let contract to W. A. Ozmer to erect hotel and store building at Trinity Place and North Candler St.; 2 stories; 18 rooms on upper floor; stores on ground floor.

Mo., Barnard.—J. A. Fields, Cashier Barnard State Bank, let contract to Lee Donaldson, Barnard, to erect store and hotel building; cost \$8000.

Mo., St. Louis.—Laclede Hotel Co. has plans by and let contract to Chapline Construction Co., St. Louis, to remodel building for hotel; first-class construction; fireproof floors; electric elevators.

Tex., Fort Worth.—C. Q. Hassard let contract to Lusher & Rockett, 309 Throckmorton St., Fort Worth, to erect hotel and garage; 3 stories; 50x95 ft.; brick with stone trimmings; composition tar and gravel roof; first floor, cement; 2 upper floors, wood; cost \$22,500; W. M. Reed & Son, Archts., Fort Worth. Address contractors. (Lately noted.)

## MISCELLANEOUS

Ky., Newport.—Dancing Pavilion, etc.—Burkard Amusement Co., 11th and York Sts., let contract to John Beninger, Newport, to erect dancing pavilion in connection with amusement resort; 300x400 ft.; cost \$8000.

S. C., Greenwood.—Home.—Connie Maxwell Orphanage let contract to Mauldin & Chapman, Greenwood, to erect boys' dormitory to replace structure lately noted damaged by fire; 45x60 ft.; brick; metal roof; steam heat.

Va., Alexandria.—Restaurant.—Lipp Bros., 713 King St., let contract to Jno. F. Rodgers, 222 S. Fairfax St., Alexandria, to erect restaurant; 1 story; 25x87 ft.; cost \$10,000.

Va., Portsmouth.—Club.—Kinn Estate let contract to J. C. Bidgood, Portsmouth, to remodel 3-story brick building at 115-17 High St. for Army and Navy Club; let contract to Graham & Faire, Norfolk, for steam heating; Rossel Edward Mitchell, Archt., Paul-Gale-Greenwood Bldg., Norfolk. (Lately noted.)

## SCHOOLS

Ala., Pratt City.—Board of Education, Birmingham, let contract to P. E. Bostick, Birmingham, to repair and erect addition to burned school; D. O. Whilldin, Archt., Birmingham. (Previously noted.)

Ala., Pike Road.—Montgomery County Board of Education let contract to I. O. Anderson, Dexter Ave., Montgomery, to erect school building; frontage 186 ft.; standard construction and brick walls; Barrett specification roofing on flat surfaces; pitched surfaces, composition shingles; joist floor construction; 1-pipe steam-heating system; electric lights; cost \$35,000; Frederick Ausfeld, Archt., Bell Bldg., Montgomery. (Lately noted.)

Fla., Tildenville.—Orange County School Board, Orlando, Fla., let contract to F. N. Cline, Orlando, to erect primary school.

Fla., Winter Garden.—Orange County School Board, Orlando, Fla., let contract to F. N. Cline, Orlando, to erect primary school.

Md., Burkittsville.—School Commrs. let contract to Chas. B. Karn, Brunswick, Md., to rebuild school to replace structure previously noted damaged by fire; 4 rooms; brick; concrete lintels, window sills and wall cop-

ings; slag roof; plastered sidewalls; metal ceiling; steam-heating plant redesigned and radiators relocated; assembly hall, storage room, fuelroom, etc., in basement; cost \$8000; Kepner & Smith, Archts., Burkittsville. (Lately noted.)

Miss., Charleston.—Tallahatchie Agricultural High School Trustees let contract at \$20,375 to B. G. Sanders, Charleston, to erect boys' dormitory; also let contract at \$4850 to Womble Furniture & Hardware Co., Charleston, for plumbing and heating; plans by Mahan & Broadwell, Memphis, Tenn., call for 30-room structure; 2 stories and basement; brick; asphalt shingle roof; concrete basement floor; upper floors pine. (Lately noted.)

Miss., Olive Branch.—De Soto County Agricultural High School Trustees let contract to Olive Branch Lumber Co., Olive Branch, to brick-veneer old school building; cost \$2500. (Previously noted.)

Miss., Senatobia.—Crockett Consolidated School Dist. votes June 29 on \$5000 bonds to erect school building and teachers' home. Address Board of Supervisors of Tate County, Senatobia.

Va., Farmville.—State Normal School let contract to R. K. Stewart & Son for improvements to building as follows: Addition to dining-room, 1400 ft.; erect storeroom and bake shop, servants' dining-room and dish pantry, install refrigerators, dish-washing machine, composition floors and wainscoting, etc.; cost \$23,000.

## STORES

Ala., Florence.—W. L. Reeder let contract to erect 4 stores on Tennessee St. adjoining Muscle Shoals Hotel; 2 upper floors to contain 27 rooms for hotel annex.

Ala., Florence.—D. L. Harrison let contract to erect \$17,000 store building.

Ala., Montgomery.—A. Roemer has plans by and let contract to Greeson Construction Co., Montgomery, to erect store building; about 6000 ft. floor space; brick; composition roof; cement floors; city lights; cost \$10,000. (Lately noted.)

Ala., Sheffield.—G. M. McGregor, Birmingham, let contract to L. J. Morris, Birmingham, to erect 2-story tile and pressed brick store and hotel building, to be leased by J. N. Martin & Sons, Birmingham; 4 store-rooms on lower floor; 20 rooms for hotel above; hot and cold water in all rooms; 4 baths; steam heat; cost \$18,000.

Ga., Atlanta.—Southern School Book Depository Co. let contract to A. V. Gude & Co., Atlanta, to alter and repair building at 385 Peachtree St.; cost \$18,000; A. Ten Eyck Brown, Archt., Atlanta.

Ga., Columbus.—Moses Loeb let contract to C. W. Buck, 704 Twenty-third St., Columbus, to erect building for Piggly Wiggly Stores; 32x100 ft.; brick; tin roof on main building, gravel roof on roof garden; first floor, cement; second, maple; electric lights; cost \$8000; T. W. Smith, Archt., Columbus. (Lately noted.)

Ga., Decatur.—L. M. Wells let contract to W. A. Ozmer to erect hotel and store building. (See Hotels.)

La., Alexandria.—G. Gehr let contract to Gehr Construction Co., Alexandria, to repair brick building.

Md., Baltimore.—Josias G. Creamer let contract to Price Construction Co., 210 Maryland Trust Bldg., Baltimore, to erect 3-story and basement addition to building at 2934 St. Paul St.; 15.6x30.6 ft.; brick; hot-water heat; cost \$5000; W. O. Sparklin, Archt., 802 Law Bldg., Baltimore.

Mo., Charleston.—W. C. Bryant let contract to G. H. Gassman, Charleston, to erect furniture store; 99x100 ft.; brick and concrete; composition roof; concrete floors covered with plank; concrete sidewalks; hand elevators; cost about \$30,000; steam heat, \$3000 to \$4000; electric lights, \$400; C. Kensner, Archt., Cairo, Ill. (Lately noted.)

Mo., Kansas City.—Holtman Heating Co., 516 E. 18th St., let contract to Swenson Construction Co., Shubert Theater Bldg., Kansas City, to erect store building; 2 stories; 108x125 ft.; brick, stone and reinforced concrete; Smith, Rea & Lovitt, Archts., 602 Finance Bldg., Kansas City. (Previously noted.)

Mo., Barnard.—J. A. Fields, Cashier Barnard State Bank, let contract to Lee Donaldson, Barnard, to erect store and hotel building; cost \$8000. (See Hotels.)

Mo., Kansas City.—Ernest Shukert, 1113 McGee St., let contract to Carlson & Lindahl, 319 W. 46th St., to remodel store and office building; also let contract to Evans Electric Co., 501 Shukert Bldg., Kansas City, for wiring; cost \$50,000; C. P. Schmidt,



Archit., 305 Shukert Bldg., Kansas City. (Lately noted.)

Okl., Oklahoma City.—H. Katz let contract to J. W. Lucas, Oklahoma City, to repair business building; brick; cost \$6000.

Tex., Dallas.—Padgett Brothers let contract to F. McQueen, Dallas, to repair building, 1018 Commerce St.; brick; cost \$3000.

Tex., Dallas.—W. E. Gross let contract to J. R. Sessums to remodel building, 1437 2d St.; brick; cost \$2200.

Tex., Dallas.—J. Q. Holman let contract to R. H. Bennett to erect business building; brick; cost \$6000.

Va., Hopewell.—Grestine Chakales let contract to J. B. Greenway, Hopewell, to erect store and apartment building; 2 stories; 40x40 ft.; S. D. Craig, Archt., Leigh Bldg., Petersburg.

Va., Petersburg.—Whitmore Ligon Co., Inc., 16 Apple St., has plans by and let contract to F. A. Bishop, Sycamore St., Petersburg, to erect store building; 4 stories; cost \$25,000.

Va., Richmond.—Dreyfus & Co., 201 E. Broad St., let contract to A. F. Perrin, 808 Greenwood Ave., Richmond, to install store front; cost \$6000; Carneal & Johnston, Archts., Chamber of Commerce Bldg., Richmond.

Va., Richmond.—Thos. L. Moore, 819 W. Franklin St., let contract to Moore & Haney, 16 S. 8th St., Richmond, for addition to store; let contract for heating and plumbing to J. H. Chappel & Bro., 309 E. Main St., and

for painting to A. D. Wharton, 109 E. Main St., both of Richmond; cost \$2500.

### WAREHOUSES

Ala., Eufaula.—Eufaula Cotton Oil Co. let contract to Ludlum Construction Co., Bainbridge, Ga., to erect storage building; 120x80 ft. wood; composition roof; concrete floors; extension to present lighting; automatic sprinklers; cost \$10,000; T. F. Lockwood, Columbus, Ga. (Previously noted.)

D. C., Washington.—Anheuser-Busch Brewing Assn., Delaware Ave. and E St. S. W., has plans by Hunter & Bell, 411 Southern Bldg., Washington, for storage warehouse; cost \$2000; construction by owner.

Ky., Madisonville.—James L. Burchfield is reported to erect warehouse; contract let.

Tex., San Antonio.—Muegge-Jenull Storage Co. let contract to Charles M. Shoenfeldt, San Antonio, to erect general storage warehouse; 75x170 ft.; concrete and hollow tile; concrete slab and gravel roof; concrete floors; L. Harrington Co., Archt., San Antonio. (Lately noted.)

Va., Portsmouth.—Abe Levitin let contract to L. Reynolds, Portsmouth, to repair store building; cost \$2400.

Va., South Boston.—Imperial Tobacco Co., E. S. Carter, Mgr., let contract to H. A. Osborne & Son, Danville, Va., to erect 2 storage buildings; 1 and 2 stories; 175x62 and 50x110 ft., respectively; brick; composition roof; concrete and wood floors; cost \$45,000.

## MACHINERY, PROPOSALS AND SUPPLIES WANTED

### "WANTS"

**Apartment Equipment (Built-in).**—Merritt J. Glass, Tulsa, Okla.—Plans and suggestions for up-to-date built-in features for 3-story 30-suite apartment-house.

**Boiler (Water Tube).**—Little Rock Furniture Mfg. Co., Little Rock, Ark.—Prices on first-class second-hand water-tube boiler, about 200 or 250 H. P.; Heine preferred.

**Boiler.**—Hackley Morrison, 16½ N. 9th St., Richmond, Va.—Boiler for Byers hoisting engine. (See Engine and Boiler.)

**Boilers.**—Ross Power Equipment Co., 617 Merchants' Bank Bldg., Indianapolis, Ind.—Dealers' prices on Stirling, B. & W. or Heine boilers; 150 to 300 H. P.; standard grates; must pass Hartford or other inspection for not less than 150 lbs.

**Boilers.**—Herfurth Engine Co., Alexandria, Va.—Prices on Heine type 250 to 400 H. P. boilers; also one 100 H. P. return flue type water leg fire box boiler.

**Boilers (Water Tube).**—J. W. Kohn, 1916 Scranton Rd., Cleveland, O.—6 water-tube boilers; 300 to 600 H. P. each; Heine, Babcock & Wilcox or Sterling preferred; 175 to 200 lbs. steam pressure.

**Bridges.**—Escambia County Comms., Jas. MacGibbon, Clerk, Pensacola, Fla.—Bids June 24 to construct steel highway bridge across Bayou Chico near Pensacola, connecting Barrancas Ave. with county hard road; alternate and separate bids on center span of this bridge, including center concrete span with its end or rest concrete piers; also alternate and separate bids on timber bridge approaches; also bids to construct steel and concrete bascule or lift bridge across Bayou Chico, connecting Barrancas Ave. with county hard road; plans and specifications on file office Clerk of Circuit Court.

**Bridge Construction.**—Road Board of Kirby Township, Northampton County, C. R. Revelle, Secy., Conway, N. C.—Bids to construct concrete bridge across Meherrin River, between Boykins, Va., and Severn, N. C.; for plans and specifications address Mr. Revelle.

**Building Materials.**—Merritt J. Glass, 210½ S. Main St., Tulsa, Okla.—Building materials for erection of 3-story 30-suite apartment-house.

**Building Materials.**—W. B. Mixon, care H. W. McKenna, Magnolia, Miss.—Bids until June 24 on lime, cement, plaster, brick, mill work, glass, lumber, material for damp-proofing brick walls, nails, ready-mixed paint, linseed oil, turpentine, Japan drier, hardware, roofing, etc.; also for furniture, dishes, springs, mattresses, school furniture, electric-lighting system, electric-light bulbs, electric wiring material, drop-cords and sockets with snap switches, fuse plugs, etc.; for Pike County Agricultural

High School, at Summit, Miss.; specifications and plans on file with Mr. Mixon and Xavier A. Kramer, Archt. and Consulting Engr., Magnolia, Miss.; blank proposal forms from architects.

**Building Supplies.**—Columbia-Panama Coal Co., W. A. Calhoun, Ch. Engr., Paducah, Ky.—Supplies for building mining town.

**Cans (Ice).**—Herfurth Engine Co., Alexandria, Va.—Prices on ice cans, 300, 200 and 100-lb. sizes; good second-hand.

**Canal Construction.**—Drainage Dist., A. W. Stovall, Chrmn., Jackson, Tenn.—Bids until June 17 to construct 5.4 mi. canal for drainage system; 100 ft. wide; 61,962 cu. yds. earth removal; Madison County.

**Clayworking Machinery.**—Ned-Ind. Chamotte & Klei Industrie, Post Lasem, Java. Catalogues and prices on clayworking machinery to manufacture fire bricks, sewer and other piping, sanitary goods, earthenware and glass china.

**Concentrating Mill.**—Ozark Mining & Milling Co., E. A. Newman, Secy., Atoka, Okla. Data and prices on 100-ton concentrating mill for lead and zinc.

**Core Ovens.**—Bureau Yards and Docks, Navy Dept., Washington, D. C.—Bids until June 17 to construct core ovens for brass foundry at navy-yard; estimated cost \$25,000.

**Cotton Gin.**—Farmers' Ginning Co., J. Monroe Hill, Secy., Cartersville, S. C.—Cotton gin equipment.

**Cotton Waste.**—Automatic Tractor Co., Frederick, Md.—Prices on cotton waste or sanitary rags for cleaning machinery.

**Culverts (Pipe).**—See Road Construction, McCormick County Coms.

**Crimper (Cornice).**—Texas Tinners' Supply Co., Houston, Tex.—Prices on cornice crimper. (See Tinners' Tools and Machinery.)

**Drainage.**—Comms. Caddo Levee Dist., Shreveport, La.—Bids until June 26 to improve drainage through existing channel ways from opposite Clyde Place, on Black Bayou, to mouth of Gilmer's Ditch, at Twelve-Mile Bayou, all in Lake region, Caddo Parish; 1,000,000 cu. yds. excavation; information, blanks, etc., on application to Board State Engrs., 213 New Orleans (La.) Court Bldg., or to W. A. Kerley, Secy., and W. F. Taylor, Prest. (Bids previously noted.)

**Electric-light Equipment.**—W. B. Mixon, care H. W. McKenna, Magnolia, Miss.—Bids until June 24 on electric-lighting system, electric-light bulbs, electric wiring material, drop-cords and sockets with snap switches, fuse plugs, etc.; for Pike County Agricultural High School, at Summit, Miss.

**Electric Signs.**—Walter M. Nordella, Box

728, Miami, Fla.—To correspond with manufacturers of electric signs; all types and sizes.

**Elevators.**—Bureau Yards and Docks, Washington, D. C.—Bids (opened June 10) to construct 3 elevators at Portsmouth, Va.; estimated cost \$14,400.

**Engine and Boiler.**—Hackley Morrison, 16½ N. 9th St., Richmond, Va.—Byers hoisting engine; double cylinder; single drum; link motion; cylinders 4½x5½ in.; with boiler.

**Engine (Gasoline or Oil).**—Stanton Foundry & Machinery Co., Palatka, Fla.—10 to 12 H. P. gasoline or oil engine to operate tractor and stump-pulling machine we are manufacturing.

**Engine (Gasoline or Oil).**—Ragland Coal Co., Box 174, Roanoke, Va.—Price, delivery and specifications on 45 H. P. engine, belted or direct connected to 230-volt 30 K. W. D. C. generator; all accessories for both.

**Forging.**—F. B. N., care Manufacturers Record, Baltimore, Md.—Correspondence with forging shops having hydraulic press of 250 to 300 tons capacity.

**Generator (Electric).**—Chas. T. Lehman, 1921 Powell Ave., Birmingham, Ala.—Prices on 100 K. W., 250-volt, 1100 to 1200 R. P., direct-current generator with rheostat, but no base on pulley; to be direct connected to 150 H. P., A. C. motor, 1120 R. P. M., full load.

**Generators (Electric).**—Ross Power Equipment Co., 617 Merchants' Bank Bldg., Indianapolis, Ind.—Prices on 150, 200 and 300 K. W. 250 to 275-volt compound-wound engine sets; also same size units in 480 to 2300-volt, 60-cycle, 3-phase.

**Generator (Electric).**—I. R. Nelson Co., Bond St., Newark, N. J.—Prices on 450 or 500 K. V. A. generator, 220-volt, 3-phase, 60-cycle, direct connected to engine; or two direct connected A. C. units approximating 400 to 500 K. V. A.

**Generator.**—Bush Nut Products Co., Fred A. Bush, Prest., Shawnee, Okla.—20 H. P. 3-phase generator.

**Generator (Electric).**—Ragland Coal Co., Box 174, Roanoke, Va.—230-volt 30 K. W. generator. (See Engine.)

**Generating Set.**—Mallory Machinery Co., 522-524 Light St., Baltimore, Md.—150 K. W. or 200 K. W. D. C. direct-connected set; 250-volt with field rheostat.

**Glass Machinery.**—Ned-Ind. Chamotte & Klei Industrie, Post Lasem, Java.—Catalogues and prices on glass manufacturing machinery.

**Heating System.**—Administrative Board of Pine Camp Hospital, Richmond, Va.—Bids until June 21 for heating system for hospital.

**Hoist (Electric).**—Blockton Mining Co., W. M. Evans, Mgr., West Blockton, Ala.—Prices on electric hoist, 50 H. P., with rope speed 400 ft. per minute; shaft operation.

**Hoist (Chain).**—Davis Foundry & Machine Works, Rome, Ga.—6 or 7-ton triplex chain hoist; 12-ft. lift; new or second-hand.

**Hoist (Mine; Drum).**—Chas. T. Lehman, 1921 Powell Ave., Birmingham, Ala.—Prices on 22x36-in. to 24x48-in. double cylinder, single-friction drum mine hoist; first motion with drum not less than 5 ft. nor more than 6 ft. diam.; to hold 3000 ft. of 1-in. rope.

**Ice Machines.**—Herfurth Engine Co., Alexandria, Va.—Prices on 2, 5 and 10-ton ice machines; belted type preferred.

**Ice Plant.**—B. O. Bowers, Jr., St. Marys, Ga.—Data and prices on 25-ton ice plant.

**Iron or Sheet Steel, etc.**—Panama Canal, A. L. Flint, Gen. Purchasing Officer, Washington, D. C.—Bids until June 26 to furnish iron or steel sheet, nails, bolts, nuts, rivets, washers, valves, range boiler, cable, rope, wire, poultry netting, brass tubing, porcelain insulators, bridle and aerial cable rings, signal gongs, license tags, foundry brushes, porthole and window glass, leather belting, cloth sheeting, asbestos gloves, rubber hose, strip and tubes, packing, calcium carbide and kerosene, blanks, etc., relating to circular (No. 1220) obtainable at this office or offices Asst. Purchasing Agents, 24 State St., New York; 606 Common St., New Orleans, and Fort Mason, San Francisco; also from United States Engr. offices in principal cities throughout United States.

**Irrigation Equipment.**—D. R. Downing, Newark, Mo.—Data and prices on equipment to irrigate 500 acres agricultural land; highest point not over 4 ft. above high water mark; considering pumping plant to force water not more than 20 ft. from bottom of ditch; 600 or 700 ft. 8-in. pipe.

**Laundry Equipment.**—Bureau Yards and Docks, Navy Dept., Washington, D. C.—Bids until June 17 for laundry equipment (\$12,000 estimate) at Brooklyn Navy-yard.

**Levee Construction.**—Caddo Levee Dist. Comms., W. A. Kerley, Secy., Shreveport, La.—Bids until June 26 to construct riprap apron at Caddo Lake Dam; apron length 800 ft.; width 39 ft.; thickness not less than 4 ft.; 4000 tons riprap; plans and specifications approved by U. S. Dist. Engr.; information, blank forms, etc., on application to Secretary Kerley or to State Engrs., New Orleans Court Bldg., New Orleans.

**Lockers (Steel).**—Postoffice Dept. Purchasing Agent, Washington, D. C.—Bids on 26 steel wardrobe lockers.

**Locomotives (Crude Oil or Kerosene), etc.**—Miami Traction Co., Miami, Fla.—Specifications and prices on kerosene or crude oil locomotives for hauling ten 50-passenger trailers on 5 mi. level run; also trailer equipment.

**Motor (Electric).**—Texas Tinners' Supply Co., Houston, Tex.—Prices on ¼ to 1 H. P. electric motor. (See Tinners' Tools and Machinery.)

**Mining Machinery (Coal).**—Star Hill Coal Co., E. W. Roach, Prest.-Mgr., Barboursville, Ky.—Open bids June 18 on coal-mining machinery.

**Mining Machinery.**—Columbia-Panama Coal Co., W. A. Calhoun, Ch. Engr., Paducah, Ky.—Machinery for coal mining.

**Motor (Electric).**—Ragland Coal Co., Box 174, Roanoke, Va.—230-volt D. C. electric motor. (See Pump.)

**Oil Mill Machinery.**—Viele, Blackwell & Buck, 49 Wall St., New York.—Prices on expellers, cookers, cake formers and trimmers, hydraulic presses, pumps, rolls, accumulators, redning and packing apparatus.

**Nails (Iron and Wire).**—Charles R. Fife Co., 1411 Central National Bank Bldg., St. Louis, Mo.—Second-hand iron wire and wire nails, even if rusted.

**Nuts.**—Roy C. Whayne Supply Co., 318 W. Main St., Louisville, Ky.—½ to 1½ in. cold or hot pressed hexagon or square nuts, in large quantities, for prompt shipment; 1 in. especially wanted.

**Packing Apparatus.**—See Oil Mill Machinery.—Viele, Blackwell & Buck.

**Paving.**—Baltimore (Md.) Board of Awards, City Hall.—Bids until June 19 to pave with cement-concrete alleys as listed in Private Alley Contracts Nos. 50 and 53; specifications and proposal sheets furnished by R. M. Cooksey, Highways Engr.

**Paving.**—City of Miami Beach, Fla., J. F. Canova, City Clerk.—Bids until June 18 to pave various streets with broken stone and bituminous surface, pave sidewalks with concrete, etc.; plans and specifications on file.

**Pipe.**—See Irrigation Equipment.—D. R. Downing.

**Pipe (Dredge).**—Hampton Roads Dredging & Equipment Co., Hampton, Va.—Prices on 2000 ft. 12-in. hydraulic suction dredge pipe; immediate delivery, Hampton.

**Pipe (Iron).**—C. S. Woods & Co., 311 Security Trust Bldg., Lexington, Ky.—Prices on 1000 to 10,000 ft. second-hand iron piping, each of following sizes: 1½, 1½, 2, 2½, 3, 5, 6, 8.

**Pipe.**—Madison County Comms., Court-house, Canton, Miss.—Bids until July 2 to furnish 1000 ft. drainage pipes of various sizes, delivered at Pickens, Miss.; information from W. H. Bradley, Engr., Flora, Miss.; D. T. Turnipseed, Chrmn., Sharpsburg, Miss.

**Press (Wheel).**—Birmingham Rail & Locomotive Co., Birmingham, Ala.—200-ton wheel press, capable of handling 60-in. wheels; motor or belt driven; consider one of same tonnage handling smaller wheels.

**Presses (Hydraulic).**—See Oil Mill Machinery.—Viele, Blackwell & Buck.

**Pumps.**—See Oil Mill Machinery.—Viele, Blackwell & Buck.

**Pumps, etc.**—Comms. Dist. of Columbia, Washington, D. C.—Bids until June 12 to furnish 3 vertical submerged centrifugal sewage pumps and 3 vertical electric motors for operating same; for use in Sewer Dept.; proposal forms and specifications from Purchasing Officer, Room 320 Dist. Bldg.

**Pumping Plant.**—See Irrigation Equipment.—D. R. Downing.

**Pump.**—Ragland Coal Co., Box 174, Roanoke, Va.—Price, delivery and specifications on 300 gals. per minute power pump, direct connected to 230-volt D. C. motor; head 80 ft.; outpacked type; for coal mine.

**Punches.**—See Tinners' Tools and Machinery.—Texas Tinners' Supply Co.

**Railway Supplies.**—Columbia-Panama Coal Co., W. A. Calhoun, Chief Engr., Paducah, Ky.—Supplies for railway construction and equipment.

**Rolls (Forming).**—See Tinners' Tools and Machinery.—Texas Tinners' Supply Co.

**Road Construction.**—Madison County Comms., Courthouse, Canton, Miss.—Bids until July 2 to improve 18 mi. road in Beat 5; 115,000 cu. yds. grading, 18 mi. clearing and grubbing; 200 cu. yds. reinforced concrete; 60 cu. yds. plain concrete; 36,000 cu. yds. surfacing; plans and specifications on file with Chancery Clerk, Canton, and with W. H. Bradley, Engr., Flora, Miss.; D. T. Turnipseed, Chrmn., Sharpsburg, Miss.

**Road Construction.**—McCormick County Comsn. for Permanent Highways, J. J. Dorn, Chrmn., McCormick, S. C.—Open bids June 27, at office of M. E. Worrell, County Highway Engr., McCormick, for grading and construction drainage structures on McCormick to Parksville Road; 11 mi.; includes 48,000 cu. yds. excavation, 2165 lin. ft. pipe culverts, 84 cu. yds. concrete.

**Road Construction.**—Jackson County Court, C. C. Staats, Clerk, Ripley, W. Va.—Bids until June 22 to construct 1 mi. main county road in Ravenswood Dist., road leading from Ravenswood toward Sandyville; concrete construction; plans and specifications on file with County Clerk, and County Road Engr., Ripley, and standard specifications, contract, etc., of State Road Comsn., filed with Clerk of County Court, Ripley, State Road Comsn., Charleston, and Division Engr. for 14th Division at Point Pleasant, W. Va.

**Road Construction.**—Mason County Court, W. B. Barnett, Clerk, Point Pleasant, W. Va.—Bids until June 28 to construct 9.27 mi. of road; plans and specifications on file with County Clerk, Point Pleasant, Wm. Steenbergen, Division Engr., State Road Comsn., Point Pleasant, and State Road Comsn., Charleston, W. Va.

**Road Construction.**—Jackson County Court, C. C. Staats, Clerk, Ripley, W. Va.—Bids until June 25 to construct 1-mi. section of main county road in Ripley Dist., road leading from Ripley toward Fairplain; concrete; plans and specifications on file with County Clerk and County Road Engr., Ripley, and standard specifications, contract, etc., of State Road Comsn., filed with Clerk of County Court, Ripley, State Road Comsn., Charleston, and Division Engr. for 14th Division at Point Pleasant, W. Va.

**Road Construction.**—Phillips County, Comms. of Road Improvement Dist. No. 2, Helena, Ark.—Bids until June 20 to construct 5½-mi. highway; work includes 80,000 cu. yds. earth work, 9561 cu. yds. macadam base, 50,987 sq. yds. asphalt top, 276 cu. yds. reinforced concrete, 2700 lin. ft. concrete gutter, etc.; plans and specifications on file; Moore & Vineyard, Engrs., Solomon Bldg., Helena.

**Scales.**—Treasury Dept., Office Engineer in Charge Automatic Scales, Room 722, Bond Bldg., Washington, D. C.—Bids on June 21 to remodel and reinstall at Boston and New York 22, to move and reinstall at Boston, New York and Philadelphia 18, and to furnish and install complete at New York 4 automatic weighing and recording scales for customs service; in accordance with specifications; copies at above office.

**School Equipment.**—W. B. Mixon, care H. W. McKenna, Magnolia, Miss.—Bids until June 24 on furniture, desks, springs, mattresses, school furniture, etc.; for Pike County Agricultural High School at Summit.

**Sewage-disposal Plant.**—Agricultural & Mechanical College, W. B. Bizzell, Prest., College Station, Tex.—Bids until June 17 to construct sewage-disposal plant; plans and specifications on file with A. C. Love, College Station; also for 5000 lin. ft. 10-in. sewer, 10 manholes and appurtenances; plans and specifications on file with W. W. Kraft, Supt. of Buildings and Grounds, College Station.

**Sewer Construction.**—City of Mercedes, Tex., L. T. Hoyt, Mayor.—Bids until June 14 to construct sanitary sewer system and disposal plant; plans and specifications from Henry Exall Eldred, Engr., 505 Interurban Bldg., Dallas.

**Shellers (Corn Shuck).**—R. O. Winkler, Greenville, Ala.—Addresses of manufacturers of corn shuck shellers.

**Shovel (Steam).**—Cook & O'Brien, Railway Exchange Bldg., Kansas City, Mo.—Prices on 35-B Bucyrus steam shovel. (Have

railway construction contract, Versailles, Mo.)

**Shovel (Steam).**—Battley Machinery Co., Rome, Ga.—Second-hand steam shovel with regular equipment.

**Tanks (Gasoline).**—Luray Ice Co., Luray, Va.—1 or 2 second-hand gasoline storage tanks of carload capacity.

**Tinners' Tools and Machinery.**—Texas Tinners' Supply Co., Houston, Tex.—Prices on following used machines for small shop: 30 or 36-in. forming rolls; 3½ in. brake; cornice crimper; ¼ in. P. motor; small punch machines; also other tools.

**Tractor.**—Comms. Indian Affairs, Washington, D. C.—Bids until June 15 to furnish tractor.

**Tractor (Caterpillar).**—W. J. Norris, P. O. Box 103, Wilmington, N. C.—Caterpillar tractor and 8-wheel wagons; for logging in level country.

**Trailers.**—See Locomotives.—Miami Traction Co.

**Ventilating Fan.**—Blockton Mining Co., W. M. Evans, Mgr., West Blockton, Ala.—Prices on ventilating fan, 40,000 ft. per minute capacity.

**Ventilating Furnaces.**—Office Comms. Dist. of Columbia, Room 500 Dist. Bldg., Washington, D. C.—Bids until June 13 to furnish and deliver 50 portable ventilating furnaces for use in portable school buildings; proposal forms and specifications from Purchasing Officer D. C., Room 320 Dist. Bldg.

**Wagons (Logging).**—W. J. Norris, manufacturer of lumber, Wilmington, N. C.—8-wheel wagons for logging. (See Tractors.)

**Woodworking Machinery.**—Comms. Dist. of Columbia, Room 500 Dist. Bldg., Washington, D. C.—Bids until June 11 to furnish and deliver motor-driven woodworking machinery; proposal forms from Purchasing Officer D. C., Room 320 Dist. Bldg.

**Woodworking Machinery.**—C. B. Thagard, Cora, La.—Machinery for manufacturing oil barrel staves.

## RAILROAD CONSTRUCTION

### RAILWAYS

**Fla., Pensacola.**—Gulf, Florida & Alabama Ry. will, it is announced, build an extension into the Pensacola Navy-yard. John T. Steele is receiver and J. H. Fraser, Gen. Mgr., Pensacola.

**Ga., Tignall.**—The Elberton & Eastern Ry. has completed its extension from Washington to Tignall, 10 mi., and will establish regular schedules.

**Ky., Goosetown.**—Columbia-Panama Coal Co. will survey immediately to build a railroad from its property to connect with the Cumberland & Manchester R. R. H. H. Hardinge of Chicago is Prest. and Major W. A. Calhoun of Paducah, Ky., is Chief Engr. of the company.

**Md., Baltimore.**—Baltimore & Ohio R. R. has completed its branch from near Bayview to Sparrows Point, 8 mi., to connect with Industrial Line of Bethlehem Steel Co., and will put in operation this month as soon as connection is finished.

**Md., Indian Head.**—The branch railroad from White Plain, Md., to Indian Head, 14½ mi., will be constructed under the supervision of the Pennsylvania Railroad by direction of the United States Navy Dept. It will include 1300 ft. of trestle. Bids were opened May 27, and it is expected contract will soon be let. J. C. Auten, Wilmington, Del., is Prin. Asst. Engr. for the railroad.

**Mo., Versailles.**—Monteau Railway Co., Fred C. Kingsley, Prest., Treas. and Gen. Mgr.; and Lyttleton Price, V.-P. and Ch. Engr., has let contract to Cook & O'Brien, Railway Exchange Bldg., Kansas City, Mo., to build 9½ mi. railway from Versailles via Excelsior, Mo., to Monteau Mines, including 5 bridges of a total length of about 1100 ft. Connects with Rock Island lines about 3 mi. east of Versailles.

**Okla., Alderson.**—Choctaw, Newcastle & Western Railway Co. has let contract to C. M. Conway of Texarkana, Ark., to build a line 6½ mi. long from Alderson to Confields, Okla., to serve mines and strip pits. Connects with Rock Island lines. C. W. Dawley of Dallas, Tex., is Prest.; C. M. Conway, V.-P.; R. P. Brewer of Kansas City, Treas., and W. L. Martin of Marshall, Tex., Secy. These are also directors, another being Hugh Halsell of Dallas. B. E. Clark is Gen. Mgr. and Ch. Engr.

**Tenn., Memphis.**—Nonconiah Yards of the Illinois Central R. R., which includes the

Yazoo & Mississippi Valley R. R., will be enlarged at a cost of about \$500,000. Grading contract is let to M. J. Roach of Memphis. Twenty-one tracks will be extended and six new tracks will be built, each of the latter to be 100 cars capacity. A. H. Egan, Memphis, is Gen. Supt.

**Tenn., Sevierville.**—Knoxville, Sevierville & Eastern Railway has graded its extension from Sevierville to a point about 3 mi. east of Pigeon Forge, a total distance of 10 mi. and about 5 mi. of track are laid. It is hoped to finish track by July 1 if sufficient labor can be obtained. W. J. Oliver of Knoxville, Tenn., is Prest.

**Tex., Bay City.**—Gulf, Colorado & Santa Fe Railway is surveying for a branch from Stewart's Switch to the sulphur mines of the Gulf Sulphur Co. at Big Hill, 5 mi. F. Merritt, Galveston, Tex., is Ch. Engr.

### STREET RAILWAYS

**Md., Baltimore.**—United Railways & Electric Co. will re-route several lines, necessitating building of several short connections. Thomas A. Cross is Prest.

### INDUSTRIAL NEWS OF INTEREST

#### Consulting Mining Engineer.

Joel H. Watkins, formerly economic geologist for the Southern Railway System, has since June 1 established his office as a consulting mining engineer at Room 1364, 200 Fifth Ave., New York City. He announces that he will give special attention to the mineral resources of the Appalachian region.

#### Branch Office at Washington.

The Sullivan Machinery Co. of Chicago, Ill., announces the establishment of a branch office at Washington, D. C. It is at Room 210 Union Trust Bldg., corner of 15th and H Sts. Long-distance telephone number, Main 2800. Ralph T. Stone, associated with the New York office of this company, will now be in charge of its local interests at Washington, the office there being to serve customers in that city and its vicinity.

#### Sale of Machine Tools, Etc.

At the sale of the manufacturing plant of the Eastern Machine & Iron Co. at Lawrence, Mass., last week, the demand for the machine tools, the machinery and the mechanical equipment was so spirited that the results are very interesting, owing to present business conditions. An Acme 2-inch bolt-heading and upsetting machine brought \$1900; A Hogg No. 4 alligator shear, \$1525; a Gould & Eberhardt 24-inch crank shaper, \$1090; a Jones & Lamson 2x24-inch flat turret lathe, \$975; a Flather 12-foot by 21-inch lathe, \$925; a Brainard No. 13 toolroom milling machine, \$850; a Brown & Sharpe plain milling machine, \$825; an Acme one-inch bolt-heading and upsetting machine, \$775; a Farrell Foundry 2-inch combination punch press and shear, \$750; a Lodge & Shipley 7-foot by 14-inch lathe, \$612.50; a National No. 240 bolt-heading machine, \$600; an Acme three-spindle 2-inch bolt-cutting machine, \$587.50; a Beaudrey 200-pound hammer, \$562.50; a National 3½-inch bolt-cutting machine, \$500; a Williams, White & Co. No. 2 bulldozer, \$475; a Landers three-spindle 2-inch bolt-cutting machine, \$400; and fifty other machines sold from \$400 down to \$162.50 each. The attendance was remarkable, including a large number of manufacturers, among whom was Simon Lake of the Lake Torpedo Boat Co. J. E. Conant & Co., auctioneers of Lowell, Mass., conducted the sale.

## FINANCIAL NEWS

The MANUFACTURERS RECORD invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

### FINANCIAL CORPORATIONS

**La., New Orleans.**—Bank of Orleans was absorbed by the Whitney-Central Trust & Savings Bank. Business of the bank is to be continued at present location and to be known as the Bank of Orleans Branch of the Whitney-Central Trust & Savings Bank. Eugene H. Roberts and James A. Robin, Prest. and V.-P., respectively, will represent the institution at the Bank of Orleans Branch. (Lately noted.)

**Mo., Dederick.**—Farmers' Bank of Dederick, capital \$10,000, organized with Walter Tough, Prest.; Oscar Snodgrass, V.-P.; J. N. Staten, Cashier.

**Okla., Boswell.**—Farmers & Merchants' National Bank chartered, capital \$25,000.

**Okla., Miami.**—Miami State Bank chartered, capital \$50,000. Incprts.: G. W. Dixon, Welch; T. J. Hancock and E. C. Harlin, Miami.

**Okla., Tulsa.**—The Citizens' State Bank has consolidated with the American National Bank under the name of the latter institution.

**S. C., Norway.**—Farmers' National Bank chartered, a conversion of the Farmers & Merchants' Bank; capital \$25,000.

**S. C., Pamplico.**—Bank of Pamplico chartered; capital \$25,000. W. J. Steele, Prest.; D. B. Dargan and A. A. Munn, V.-Ps.; J. W. Gregg, Cash.

**Tenn., Collinwood.**—Bank of Collinwood, a branch of the Bank of Waynesboro, incptd. by C. Buchanan, J. C. Yeiser, C. G. Belew and N. C. Jeter.

**Tenn., Edenwold.**—First National Bank applied for charter; capital \$25,000.

**Tex., Mason.**—The Mason National Bank, a conversion of the German-American National Bank, is chartered; capital \$25,000, surplus \$35,000. J. W. White, Prest.; John Lumburg, Sr., V.-P.; F. W. Lumburg, Cashier.

**Va., Norfolk.**—City Bank & Trust Co. chartered, capital \$200,000. A. F. Cathey, Prest.; J. A. C. Groner, Secy.

**Va., Roanoke.**—Liberty National Bank has begun business. R. M. Garrett, Jr., Prest.; M. J. Patsel and F. W. Fugate, V.-Ps.; J. W. Dunn, Cash.; G. A. Layman, Asst. Cash.

**Va., Seabell.**—Merchants & Planters' Bank, chartered, capital \$50,000. J. T. Rowe, Prest.; E. B. Kilby, V.-P.; L. M. Cobb, Secy.

**W. Va., Logan.**—Logan County Bank authorized to do business; capital \$25,000; incorporators, Geo. M. Jones of Lundaie, H. E. Jones, T. H. Cooper and others of Chambers.

### NEW SECURITIES

**Ala., Birmingham.**—(School).—City voted May 6 to issue \$1,000,000 of 5 per cent. \$1000 denomination bonds. J. M. Jones, Jr., City Compt. (Lately noted.)

**Ala., Tuscaloosa.**—(School).—City votes July 15 on \$95,000 of bonds. Address School Board.

**Ark., Forrest City.**—(Road).—St. Francis County has sold to Whitaker & Co., St. Louis, \$195,000 of 5½ per cent. bonds Road Dist. No. 3.

**Ark., Little Rock.**—(School).—City is authorized by P. P. Claxton, United States Commr. of Education, to issue bonds for Pulaski Heights school, costing \$128,000. Address School Board.

**Ark., Helena.**—(Road).—Road Improvement Dist. No. 2, Phillips County, will receive bids until 11 A. M. June 20 for \$95,000 of 6 per cent. 1-20-year bonds. J. W. Denison, R. B. Campbell and Luther Darnell, Comms.

**Fla., Fort Pierce.**—(Road Warrants).—St. Lucie County Comms., P. C. Eldred, Clerk, will at 11 A. M. July 9 offer for sale \$35,000 of 6 per cent. \$1000 denomination time warrants; dated July 1, 1918. Further particulars will be found in the Proposals Department.

**Fla., Miami.**—(Sewer, Street, Bridge, etc.).—City has sold at \$1900 premium to Robinson-Humphrey Co., Atlanta, \$200,000 of bonds as follows: \$65,000 sewer, \$40,000 street, \$40,000 bridge and \$35,000 dock 6 per cents, dated July 1, 1918, and maturing July 1, 1928; \$15,000 park and \$10,000 hospital 5 per cents. Of the 5 per cents \$25,000 are dated Jan. 1, 1916, maturing Jan. 1, 1929, and the remaining \$15,000, Jan. 1, 1917, maturing \$5000 each year, 1940-1941-1942.

**Fla., Orlando.**—(School).—Orange County Board of Public Instruction, A. B. Johnson, Secy., offers for sale June 14 \$16,000 of 6 per cent. 1-15-year \$250 denomination bonds School Tax Dist. No. 3, Apopka.

**Ga., Jeffersonville.**—(Light, Water).—City has sold at \$300 premium to W. M. Davis & Co., Macon, \$15,000 of 6 per cent. \$500 denomination bonds. J. G. Rockmore, Mayor.

**Ga., Jeffersonville.**—(Water).—City sold at par and \$300 premium to W. M. Davis & Co., Macon, Ga., \$9000 water and \$6000 light 6 per cent. \$500 denomination bonds, dated June 1,

(Continued on page 84)





## June 14th is Flag Day for All the Nation

of course YOUR factory will not ignore  
this stimulus to patriotic effort

### SUGGESTED FLAG DAY PROGRAM

Prepared for celebrations at Industrial  
Plants to occupy part of the noon hour.

A committee of employers and employees,  
with foreign-born men represented on com-  
mittee, should be appointed to arrange de-  
tails, secure bugler, singers, speaker and  
colors.

1. Bugle Call Rally to Flag-Staff.
2. Flag Raising:

As flag rises, "The Star-Spangled Banner"  
should be sung either as solo or in unison.

3. Salute to the Flag:

(To be given either as song, chant or spoken  
words) "I pledge allegiance to my Flag, and  
to the Republic for which it stands. One  
nation indivisible, with Liberty and Justice  
for all."

4. American's Creed

(to be said in unison):

"I believe in the United States of America as  
a Government of the people, by the people,  
for the people; whose just powers are de-  
rived from the consent of the governed; a  
democracy in a republic; a sovereign nation  
of many sovereign States; a perfect union,  
one and inseparable, established upon these  
principles of freedom, equality, justice and  
humanity for which American patriots sacri-  
ficed their lives and fortunes."

"I therefore believe it is my duty to my  
country to love it; to support its Constitu-  
tion; to obey its laws; to respect its flag, and  
to defend it against all enemies."

5. Address by Four-Minute Man or  
other speaker.
6. Song—"America."

YOUR fellow-workers who are helping win this  
war by their toil at forge and bench will be  
spurred to further effort. They will realize  
more than ever that in this crisis they are working for  
the nation and the flag.

The foreign-born among them will be inspired to  
loyalty to this land which they have chosen for their  
home, while the native-born will be stimulated to  
more effective service.

A detailed program for the flag-raising  
ceremony is yours for the asking, and if  
you desire speakers, the Four-Minute Men  
and others are at your service.

*Pin this Coupon to your  
letterhead and mail it now.*

"Bureau of Education,  
Washington, D. C."

This space donated by  
**Manufacturers  
Record**

through National  
Americanization Committee,  
Engineering Societies Bldg.,  
New York City.

Check your  
needs for  
Flag Day

Patriotic Posters  
Program  
Four-Minute Man

Number of employees.....

Firm.....

Address.....

By.....

Capital and Surplus \*  
\$4,000,000



Total Resources  
\$38,000,000

## The Largest National Bank in the South

Liberal Accommodations to Manufacturing Corporations

**MERCHANTS-MECHANICS  
FIRST NATIONAL BANK  
OF BALTIMORE**

### The National Exchange Bank OF BALTIMORE, MD.

Hopkins Place, German and Liberty Sts.  
Capital \$1,500,000.  
March 30, 1915, Surplus and Profits, \$850,000.00

OFFICERS:  
WALDO NEWCOMER, President.  
SUMMERFIELD BALDWIN, Vice-Pres.  
CLINTON G. MORGAN, Cashier.  
JOSEPH W. LEEPLER, Asst. Cashier.  
WILLIAM R. WEBB, Asst. Cashier.  
Accounts of Mercantile Firms, Corporations, Banks, Bankers and Individuals Invited.

### Maryland Trust Company

BALTIMORE

Capital \$1,000,000

TRANSACTS A GENERAL TRUST AND  
BANKING BUSINESS

Correspondence and in e-views  
Invited

### The Palmetto National Bank OF COLUMBIA

CAPITAL \$500,000.00  
Surplus and Undivided Profits \$250,000.00  
COLUMBIA, S. C.

## WE BUY BONDS CITY, COUNTY, SCHOOL AND DISTRICT

Correspondence Invited from Officials and Contractors

**SIDNEY SPITZER & CO.**

New York Chicago Toledo  
Cincinnati Los Angeles

Southern Branch: BELL BUILDING, MONTGOMERY ALA.

### CONTRACTORS AND MANUFACTURERS



We Make Them Promptly.

Headquarters for SEALS, STOCK CERTIFICATES, STENCILS,  
STEEL DIES, BRASS SIGNS, ENAMEL PLATES,  
MEMORIAL PLATES, CHURCH SEALS AND PEN PLATES.  
Made on our Premises. Send for Catalogue.

**THE J. F. W. DORMAN COMPANY**  
BALTIMORE, MD.

## Your War-Time Investments

can be made profitable to you and your country. We are offering securities issued by companies engaged in businesses that must prosper if we are to succeed in winning the war. We shall be glad to supply on request some timely investment suggestions.

### A. B. Leach & Co., Inc.

Investment Securities

62 Cedar St., New York

Chicago Boston Buffalo Cleveland  
Philadelphia Baltimore Minneapolis

### Philadelphia Detroit Dallas **Powell, Garard & Co.** 39 South LaSalle St. Chicago

We buy Southern Municipal Bonds  
(County, City, School, Road and Drainage District.)

### JOHN NUVEEN & CO.

First National Bank Building, CHICAGO

We purchase SCHOOL, COUNTY and  
MUNICIPAL BONDS. Southern Municipal  
Bonds a Specialty.

Write us if you have bonds for sale.

### First National Bank

RICHMOND, VIRGINIA

Capital and Surplus \$3,000,000

JNO. M. MILLER, Jr., President  
W. M. ADDISON, Vice-Pres. & Cashier  
CHAS. R. BURNETT, Vice-President

### THE BANK OF ALABAMA

ENSLEY, ALABAMA

R. A. TERRELL - President  
J. W. MINOR - Vice-President  
FOSTER HAMILTON Cashier

We Solicit Your Business

(Continued from page 82)

1918, and maturing \$500 a year until 1947.  
Address A. K. Smith.

Ga., Thomasville—(City).—City has sold at par to J. H. Hilsman & Co., Atlanta, \$14,000 of 4½ per cent. bonds.

Ga., Tifton—(School).—Tift County will soon vote on \$10,000 Omega Dist. and \$10,000 Chula Dist. bonds. Address County Board of Education.

Ky., Greenup—(Road, Bridge).—Greenup County, A. J. Cochran, Clk. of Court, will receive bids until 1 P. M. June 14 for \$40,000 of 5 per cent. 20-year bonds.

Md., Cumberland—(General Improvements).—City offers for sale until 9.30 A. M. June 27 the remaining \$200,000 of the \$500,000 of 4½ per cent. \$1000 denomination bonds authorized two years ago; dated Dec. 1, 1916; maturity Dec. 1, 1956. C. Frank Keyser, Commr. of Finance and Revenue.

Miss., Columbus—(Road).—Lowndes County sold to S. Puckett, Columbus, it is reported, \$10,000 bonds Zion Road Dist. 2. Address County Commrs.

Miss., De Kalb—(County).—Kemper County, J. H. Harbour, Chancery Clerk, authorized \$17,500 of 6 per cent. serial \$500 denomination bonds to take up outstanding warrants. They have been purchased at par, accrued interest and \$200 premium by C. M. McNear & Co., Chicago.

Miss., Drew—(Light).—City sold June 4 to Wm. R. Compton & Co., St. Louis, Mo., at par, less \$350 for expenses, \$15,000 of 6 per cent. \$1000 denomination bonds, dated Apr.

## Write Us—

when you have any Road, School  
or Drainage Bonds to sell.

We are in a position to pay  
attractive prices and to finance  
issues for contractors or municipalities. Bond Department.

Capital, Surplus  
and Profits Over  
Eight Million



This bank offers a special service to Southern brokers, manufacturers, shippers and banks for the collection of drafts, particularly B/L drafts on Chicago and other Northern points. Please write us for particulars.

We also solicit correspondence and interviews with high-grade Southern concerns regarding a direct Chicago banking connection.

### UNION TRUST COMPANY CHICAGO

Capital and Surplus, \$3,000,000.00  
Deposits, \$34,000,000.00

Established 1869

## Incorporate Under DELAWARE LAWS

Complete information on application.

**Delaware Registration Trust Co.**

900 Market St. Wilmington, Del.

J. Ernest Smith, President and General Counsel.  
Chas. Warner Smith, Vice-President.  
Harry W. Davis, Secretary and Treasurer.  
Charles B. Bishop, Assistant Secretary.

17, 1918, and maturing serially \$1000 each year, beginning July 1, 1919. A. D. McFarlane is Mayor.

Miss., Ellisville—(Street).—City defeated \$3000 of 6 per cent. 20-year bonds. J. T. Taylor, Mayor.

Miss., Greenville—(Drainage).—Murphy Bayou Drainage Dist. Commrs., W. M. Barnett, Pres., will receive bids until 10 A. M. June 11 for \$300,000 of 6 per cent. bonds.

Miss., Lexington—(Road).—Holmes County Separate Road Dist. No. 3 offers for sale 11 A. M. June 2 \$6000 of not exceeding 6 per cent. bonds. J. H. Fuqua, Clerk of Board.

Miss., Senatobia—(School).—Tate County Supvrs. have ordered election June 28 to vote on \$17,000 of 6 per cent. 20-year Strayhorn Consolidated School Dist. bonds.

Miss., Senatobia—(School).—Tate County Supvrs. have ordered election June 29 to vote on \$5000 of 6 per cent. 20-year bonds Crockett Consolidated School Dist.

Miss., Sumrall—(Waterworks).—City offers for sale \$6000 of bonds. Address City Clk.

Miss., Vicksburg—(Road).—Warren County has sold to Kaufman, Smith, Emert & Co., St. Louis, \$150,000 of bonds.

Miss., West Point—(City Bonds).—City will receive bids until 10 A. M. June 29 for \$30,000 of not exceeding 6 per cent. bonds. D. Cottrell, Mayor. Further particulars will be found in the Proposals Department.

Miss., Yazoo City—(County).—Yazoo County Supvrs., S. S. Griffin, Clerk, will receive bids until noon June 27 for \$75,000 of not exceeding 6 per cent. 6-20-year \$500 denomination bonds; dated July 1, 1918. Further particulars will be found in the Proposals Department.

Mo., Marshfield—(Road).—Webster County is reported to have voted \$15,000 bonds. Address County Commrs.

Mo., West Plains—(Road).—Howell County will probably vote on \$400,000 bonds. Address County Commrs.

N. C., Asheville—(Refunding).—City will receive bids until noon June 18 (postponed from June 12) for \$99,000 of not exceeding 6 per cent. \$1000 denomination bonds, dated July 1, 1918, and maturing 1919 to 1958, inclusive. F. L. Conder, Secy-Treas.

N. C., Boone—(Road).—Watauga County, W. R. Gragg, Clerk, sold at \$50,100 and accrued interest to C. N. McNear & Co., Chicago, \$50,000 of an authorized issue of \$200,000 bonds. (Lately noted.)

N. C., Greensboro—(School).—Guilford County Commrs., W. C. Boren, Chrmn., asks bids until 11 A. M. July 8 for \$10,000 Whitsett Special Tax School Dist. 5 per cent. \$100, \$500 and \$1000 denomination bonds.

N. C., Greenville—(Street).—Town offers for sale June 17 \$63,000 of 6 per cent. \$1000 denomination bonds, maturing 1918 to 1933, inclusive. Albion Dunn, Mayor.

N. C., Laurinburg—(School).—Scotland County Commrs., D. C. McNeill, Chrmn., have ordered elections in Distrs. 3 and 4. Stewartsville Township, to vote on bonds. Date not set.

N. C., Rockingham—(School).—Mineral Springs School Dist. No. 4, Richmond County, L. J. Bell, County Supt. of Schools, will receive bids until noon June 17 for \$8000 of not exceeding 6 per cent. \$500 denomination high school bonds, dated June 1, 1918.

N. C., Shelby—(Road).—Cleveland County will receive bids until 2 P. M. July 8 for \$25,000 of bonds, being first installment of a \$75,000 issue of road bonds of No. 9 Township, Cleveland County, dated July 1, 1918, and maturing \$2500 each year beginning 1923; interest not exceeding 6 per cent. J. J. Lattimore is Clerk Board of County Commissioners. Further particulars will be found in the Proposals Department.

N. C., Wilmington—(Sewer Refunding).—City plans to issue \$100,000 of 6 per cent. 40-year bonds to refund a like amount maturing Oct., 1918. Thos. D. Meares, City Clerk and Treas.

N. C., Wilmington—(Street, Sewer, Drainage, etc.).—City plans to issue \$50,000 of not exceeding 6 per cent. 27-year bonds as follows: Street, \$24,000; water, \$14,000; sewerage, \$7500; drainage, \$4500; Thos. D. Meares, City Clerk and Treas.

Okl., Duncan—(School).—Stephens County voted May 14 to issue \$35,000 Duncan School Dist. bonds. Address School Board.

Okl., Morris—(School).—Morris School Dist. bonds, amounting to \$60,000, approved by Attorney-General. Address School Board.

Okl., Oklahoma City—(School).—Oklahoma City School Dist. voted May 14 to issue \$200,000 bonds. Address School Board.



Okl., Shattuck — (Funding). — Shattuck bonds, amounting to \$15,690, approved by Attorney-General.

S. C., Anderson — (School). — Flat Rock School Dist. 38, Anderson County, P. T. Haynie, W. R. McGee and E. A. Elrod, Trustees, will receive bids until 3 P. M. June 15 for \$3250 of 6 per cent. 20-year bonds.

S. C., Anderson — (School). — Piercetown Public School Dist. No. 54, Anderson County, W. M. Smith, J. F. Mauldin and L. McNeils, Trustees, will receive bids until 3 P. M. June 15 for \$2000 bonds.

Tenn., Jackboro — (Road). — Campbell County, B. L. Lloyd, Chmn. Board of Commissioners, will receive bids until 11 A. M. June 29 for \$100,000 of 5 per cent. 30-year Dixie Highway bonds; dated July 1, 1918; maturity July 1, 1948. J. F. Cooper, County Clerk. Further particulars will be found in the *Proposals Department*.

Tenn., Maryville — (Street, General Improvement). — City has sold to Third National Bank, Knoxville, \$50,000 street and \$25,000 general improvement bonds. Address The Mayor.

Tex., Archer City — (Road). — Road Dist. 1, Archer County election ordered for June 15 to vote on \$350,000 bonds, called off for the present on account of error in notice. J. S. Milligan, County Judge.

Tex., Beaumont — (Park). — City recently sold at par to Cartwright & Roberts, Beaumont, \$50,000 of 5 per cent. 1-40-year bonds.

Tex., Rockport — (Road). — Aransas County Commrs.' Court, John C. Herring, Clerk, offers for sale until 2 P. M. July 8 \$30,000 of 5½ per cent. 1-30-year \$1000 denomination bonds; dated April 10, 1918. F. Stevens County Judge. Further particulars will be found in the *Proposals Department*.

Tex., Beeville — (Funding Warrants). — Bee County has sold to the Blanton Banking Co., Houston, Tex., \$69,500 in 6 per cent. 1-15-year warrants. Address County Commrs.

Tex., Pearsantion — (Water-works). — City recently sold at par to State of Texas, water-works bonds. Chas. Tooele, Mayor. (Lately noted.)

Tex., Bonham — (Road). — Fannin County voted May 18, it is reported, to issue \$40,000 bonds. Address County Commrs.

Tex., Corsicana — (Road). — Navarro County has sold to the Blanton Banking Co., Houston, Tex., \$80,000 of 5 per cent. 1-30-year bonds, Navarro County Road Dist. No. 11. Address County Commrs.

Tex., Cold Springs — (Courthouse). — San Jacinto County has sold to the Blanton Banking Co., Houston, Tex., \$15,000 of 6 per cent. county courthouse warrants. Address County Commrs.

Tex., Comanche — (Road). — Comanche County votes July 1 on \$80,000 De Leon Precinct and \$140,000 Comanche Precinct bonds. Address County Commrs.

Tex., Floydada — (Street). — City has sold to the Blanton Banking Co., Houston, Tex., \$18,000 of 6 per cent. 1-30-year warrants. Address The Mayor.

Tex., Gonzales — (Road). — Gonzales County recently voted the following bonds, and bids are being received until June 10; Road Dist. 1, \$200,000 of 5½ per cent. 10-20-year \$1000 denomination, dated June 1, 1918; Road Dist. 2, \$75,000 of 5 per cent. 10-30-year \$1000 denomination; Road Dist. 3, \$60,000 of 5½ per cent. 30-year \$1000 denomination. J. C. Romberg, County Judge. (Lately noted.)

Tex., Liberty — (Road). — Liberty County, C. N. Smith, Judge, is receiving bids for \$75,000 of Road Dist. 3 and \$40,000 Road Dist. 4 bonds, 20-30-year 5½ per cent.

Tex., Oakville — (Road). — Live Oak County Road Dist. No. 5 has sold to the Blanton Banking Co. \$30,000 of 5 per cent. 1-20-year bonds. Address County Commrs.

Tex., Madisonville — (County Bonds). — Madison County, Precinct No. 1, has sold to the Blanton Banking Co., Houston, \$100,000 of 1-40-year bonds. Address County Commrs.

Tex., Stamford — (Water-works). — City voted \$40,000 of water-works bonds on May 11, and \$200,000 of the issue are to be sold now. R. L. Penick, Mayor.

Tex., Seminole — (School). — Blythe Public School Dist., Gaines County, voted \$10,000 of bonds. Address School Board.

W. Va., Marlinton — (Water, Light). — City has not yet set date for opening bids for \$10,000 of 6 per cent. 10-20-year \$500 denomination bonds voted May 27. J. W. Milligan, Mayor.

W. Va., Sutton — (School). — Burnsville School Dist., Braxton County, recently sold at par and interest to Board of Public Works of the State of West Virginia, \$20,000 of 5 per cent. bonds.

#### FINANCIAL NOTES

First State Bank of O'Brien, Tex., increased capital from \$10,000 to \$12,500.

Central Missouri Trust Co., Jefferson City, Mo., increased capital from \$100,000 to \$200,000.

Peoples' Bank of Georgetown, S. C., plans to increase capital from \$75,000 to \$100,000.

Guaranty Title & Trust Corp., Norfolk, Va., will increase capital from \$150,000 to \$300,000.

A digest of facts and features concerning the various issues of United States Government Liberty Loan Bonds has been issued by Robert Garrett & Sons, Garrett Bldg., Baltimore. It describes the conversion privilege, the tax exemption and other characteristics of these securities clearly and concisely so as to be of immediate usefulness to anyone.

During the month of May sales of bonds by States, cities, towns, etc., aggregated a little more than \$28,000,000 in this country, according to the Daily Bond Buyer, New York, or over \$5,000,000 more than were sold in May of last year. But the restrictive influence of the war upon these bond issues for public improvements, etc., is shown by the fact that since January 1 comparatively little more than \$110,000,000 were marketed, or about \$150,000,000 less than were sold in the same period of last year.

## Municipal Bonds Purchased

Correspondence invited from investors wishing to sell their holdings of seasoned marketable Municipal Bonds, and from municipal officials and contractors in connection with entire new issues.

### THE NATIONAL CITY COMPANY

55 Wall Street, New York

PHILADELPHIA

BOSTON

### LOANS MADE TO STATES, CITIES, COUNTIES, ETC.

Also Entire Issues of Bonds of Successful Industrials Purchased

Largest Capital and Surplus of Any Financial Institution in Maryland or Any Southern State.

Established 1884

Resources \$21,000,000

### MERCANTILE TRUST and DEPOSIT CO. OF BALTIMORE

A. H. S. POST, President

F. G. BOYCE, Jr., Vice-President

### HAVE YOU BONDS FOR SALE?

WE BUY ALL CLASSES OF MUNICIPAL BONDS, INCLUDING CITY, COUNTY, SCHOOL, PAVING, ROAD AND DRAINAGE

*The Hanchett Bond Co. Inc.*

39 SOUTH LA SALLE ST., CHICAGO

### W. L. SLAYTON & CO. TOLEDO, OHIO

DEALERS IN

CITY  
COUNTY  
TOWNSHIP

**BONDS**

ROAD  
SCHOOL  
DRAINAGE

If you want to Buy or Sell, write for Prices.

We solicit your patronage

### COUNTY, SCHOOL AND DISTRICT BONDS

The Mercantile Trust Company, Saint Louis, through its Bond Department, is always in the market for County, School and District Bonds. We have the facilities for handling whole issues of County, School and District or Municipal Bonds and all matters pertaining to them. We will be glad to hear from banks or investors who may wish to buy or sell high-grade bonds.

MERCANTILE TRUST CO., ST. LOUIS, MO. Capital and Surplus, \$9,500,000

CHARLES L. HEHL, C. P. A., President JOHN KUHLER, C. P. A., Vice-President  
ERNEST E. WOODEN, C. P. A., Sec. and Treas.

### BALTIMORE AUDIT COMPANY

901-903 Calvert Building

BALTIMORE, MD.

### BEFORE INVESTING CAPITAL

in any new manufacturing enterprise, mechanical or chemical, inform yourself as to the patent situation. Those patents which you own or intend to buy—do they afford any real protection? Can the proposed goods be made and sold without infringing some other existing patent? Take no chances, but write J. Hanson Boyden ADVISER ON PATENTS 918 F St., Washington, D. C.

### CHARLES F. HOLDEN COMPANY

Insurance Agents and Brokers

612 KING STREET, ALEXANDRIA, VIRGINIA.

Southern Bldg. Washington, D. C. Richmond, Va. Represented in New York, N. Y.; Roanoke, Va.  
Our facilities enable us to extend maximum service on business throughout the South

### INTERNATIONAL SALES CORPORATION

Munsey Building

Washington

MANUFACTURERS' AGENTS

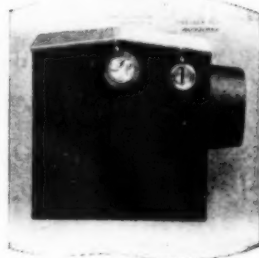


**SERVICE** TO MANUFACTURERS, CONTRACTORS and BUSINESS PEOPLE

We will represent you in Washington and undertake the sale of your products to the Government.

AGENCY SERVICE CORPORATION  
Suite 403 Maryland Building 1410 H St. N. W., Washington, D. C.

**PROTECT**  
Your  
**HOME**



**GUARD**  
Your  
**FACTORY**

You are now guessing that the man you pay to visit and inspect your home at night is doing so. Install a Hardinge Police Register and prove it. Relieve your wife's fears. The man has nothing to carry but a small key. His dignity is safe.

For recording work of extra police around your factory, where telephones or electric signal stations are impracticable, install Hardinge Police Registers and save expense of an overseer. You will have positive and indisputable evidence in writing that the men are "on the job." Nothing to carry but a small pocket key.

For Full Particulars Write

**HARDINGE BROTHERS, Inc.**

1783 BERTEAU AVENUE

CHICAGO

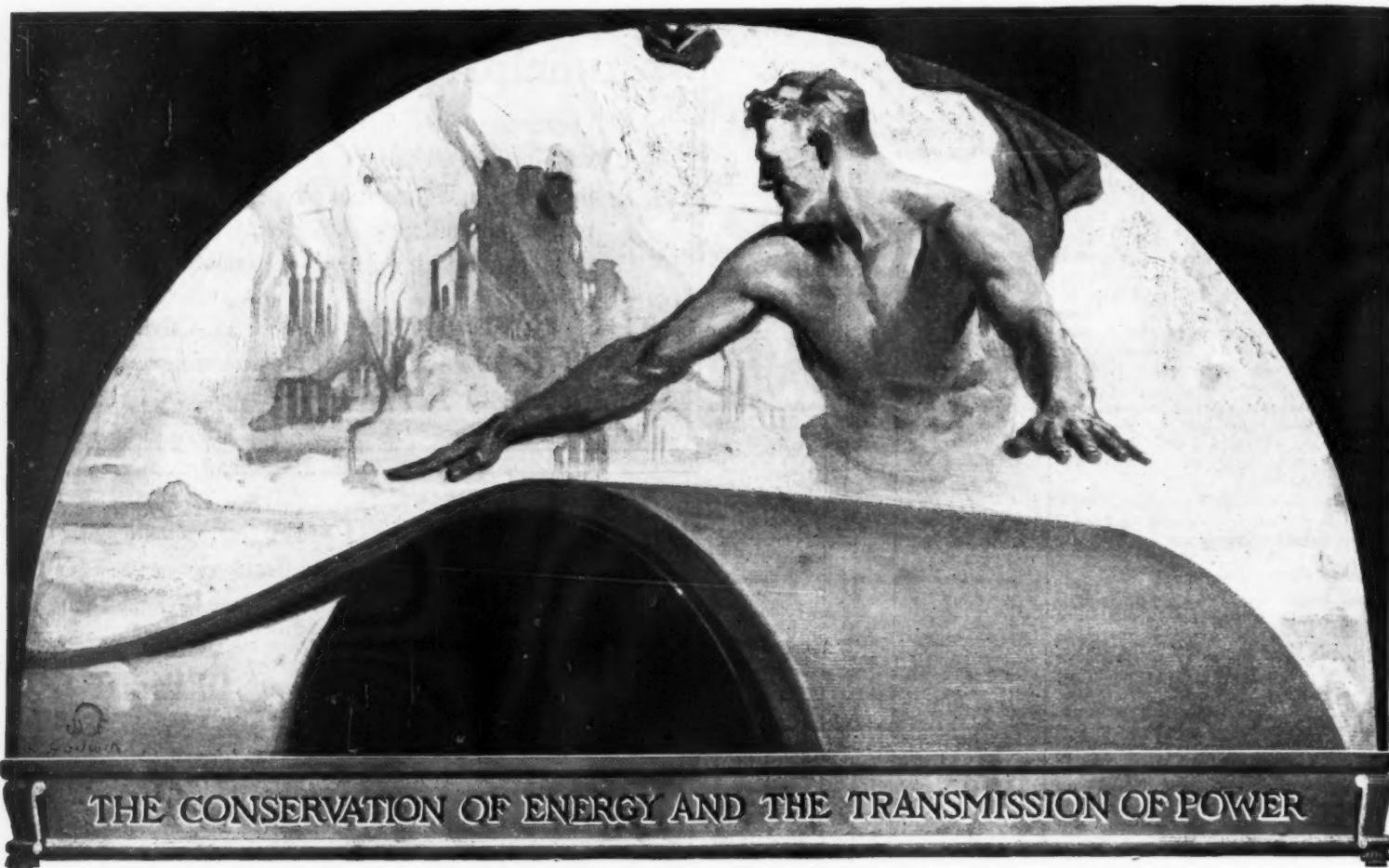
Mrs. Watchman's Clock Systems

### PRESCOTT & SNIDER, Kansas City, Mo.

DEALERS IN **BONDS**

In the market at ALL times for whole issues of High-Class Municipal Bonds, City, County, School, Road and District. Also First Mortgages.

Correspondence invited from Officials and Contractors.



## What the Mines Tell You About These Belts

Of the \$100,000,000 expended each year for belting, the mining industry pays most.

Belts, to it, are even a more formidable factor in production costs than they are in mills and factories.

What the mines do to reduce these costs can well be done by others.

In some mining companies scrutiny of belt expense extends to maintaining officials expressly charged with the duty of reducing it.

It is significant that such companies are among the largest purchasers of Goodyear belts.

Their accurate cost accounting shows that these belts best cut the year's belting bill.

It is also significant that the mining industry's belt experts buy on the Goodyear plan of plant analysis.

They have Goodyear men make a survey of every drive, conveyor and elevator to specify the proper Goodyear belt for each.

The entire set of specifications constitutes a complete analysis of the plant's belting needs.

Goodyear men have already made thousands of such analyses.

They cover many important plants, factories and mills in every national industry.

Everywhere they are the means of effecting considerable savings.

They can do it for your plant also.  
The Goodyear Tire & Rubber Co., Akron, Ohio

**GOODYEAR**  
AKRON



# Classified Opportunities

## BUSINESS OPPORTUNITIES

**FOR SALE OR LEASE ON ROYALTY BASIS**—Patent on successful gasoline carburetor for auto and aeroplane motors, which, by actual test, has proven superior to present carburetors, or would like to interest capitalist or promoters in placing it on market. Address James L. Munson, Honesdale, Pa.

**WISH TO CONTRACT** one year's work with party owning drag shovel. Address Logosotee Fire Clay Products Company, Logosotee, Ind.

**BRITISH COLUMBIA** timber land cheap; low taxes; terms. Want to sell, or partner, with mill and capital. J. D. Anderson, Trail, B. C.

**THREE-STORY** reinforced concrete building, brick front, in Houston, well located, practically new, 88x150'; well occupied; present tenants of permanent nature; splendid revenue bearing. To settle estate will sell remarkably cheap. Dooley Realty Co., 22 Dooley Bldg., Houston, Tex.

**I HAVE FOR SALE** 8000 acres of land; 2 million feet of timber, some with farms; also 2 turpentine places and 3 water grist mills. Titles guaranteed. Reason for selling, want to retire from business. For prices and terms write W. J. MORGAN, Aline, Ga.

## GOVERNMENT CONTRACTS

**REPRESENTATION** before Congress, all Courts, Government Boards and Departments. We specialize in daily reporting Government requirements. Expert attention to Government bidders and contractors everywhere. U. S. Legal Corporation, Washington, D. C.

## BUILDINGS—STEEL PORTABLE

**"PRUDENTIAL" STEEL BUILDINGS** for all purposes; portable one-story construction; workshops, toolhouses, storage, garages, bunkhouses, etc. Write for Catalog A. C. D. Pruden Company, Baltimore, Md.

## FINANCIAL

**FOR SALE OR TRADE**—\$15,000 stock in coal mines for foundry and machine shop. Address No. 5111 care Manufacturers Record, Baltimore, Md.

## INCORPORATING COMPANIES

**DELAWARE CHARTERS.** Stock Without Par Value. Directors Need Not Be Stockholders. Other important amendments (March 20, 1917). Write for new DIGEST (4th ed.) CORPORATION COMPANY OF DELAWARE, Equitable Building, Wilmington, Delaware.

## PATENTS FOR SALE

U. S. Patent No. 1010891. Electric Soldering Iron. Nothing like it. Simplicity itself. Easily made. Write for description. Wm. M. Wilson, 869 A Durocher St., Montreal, Can.

## PATENT ATTORNEYS

**PATENT YOUR IDEAS.**—\$9000 offered for certain inventions; book, "How to Obtain a Patent," and "What to Invent," sent free upon request; send rough sketch for free report as to patentability. We advertise your patent for sale at our expense. Chand-lee & Chandlee, Patent Attorneys, 978 F St., Washington, D. C.

**PATENTS.**—Write for how to obtain a patent, list of patent buyers, and inventions wanted. \$1,000,000 in prizes offered for inventions. Send sketch for free opinion as to patentability. Our four books sent free upon request. Patents advertised free. We assist inventors to sell their inventions. Victor J. Evans Co., Patent Attorneys, 712 Ninth St., Washington, D. C.

**POSTAL** will bring free booklet telling all about patents and their cost. Shepherd & Campbell, Patent and Trade-Mark Attorneys, 732 8th St., Washington, D. C.

**PATENTS AND TRADEMARKS** Procured by a former Examining OFFICIAL of the U. S. Patent Office. NORMAN T. WHITAKER, Attorney-at-Law, Mechanical Engineer, 80 Whitaker Bldg., Washington, D. C. Inquiries Invited.

**PATENTS THAT PROTECT AND PAY.** Advice and books free. Highest references. Best results. Promptness assured. Trade-Marks registered. Watson E. Coleman, Patent Lawyer, 624 F St., Washington, D. C.

## INDUSTRIES WANTED

**POUGHKEEPSIE, NEW YORK,** offers to iron or steel industries engaged in United States Government work splendid opportunity for Eastern Seaboard location. Several plants adequate to meet demands of iron or steel work available; skilled labor guaranteed; banking facilities above average; unlimited electric power with graduated scale; New York Central and Central New England railroads; bridge connection over Hudson with West; river transportation to New York. Write Chamber of Commerce for complete data.

## FACTORY SITES

**BALTIMORE FACTORY AND TERMINAL SITES.**—Statement of Asa G. Candler, President The Coca-Cola Co.: "Investigation convinced us that Baltimore is not only the commercial metropolis for Southern trade, but that it affords shipping opportunities both by water and rail for domestic and foreign traffic superior to any of the great cities in any section of the United States." Locate in Baltimore and derive these advantages. We can provide accommodations to meet your requirements.

**"OUR MOTTO":** FACTORY AND TERMINAL SITES IN BALTIMORE. Wm. B. Martien & Co., Ninth Floor, Lexington St. Bldg., Balto., Md.

**FOR SALE**—10 acres, fine for factory; electric power, 1100-foot railroad frontage, abundance of water. No better location for factory site in the City of Roanoke. Factory Locaters, Roanoke, Va.

## INDUSTRIAL PLANTS FOR SALE

### COTTON MILL

**SPLENDID SOUTHERN COTTON SPINNING MILL FOR SALE.**—Notwithstanding we have the most profitable orders we ever had booked, and are and have been making excessive profits, for personal reasons only we are willing to sell our mill property, consisting of some twenty acres, two substantial brick factory construction buildings containing nearly 20,000 modern spindles running on high-grade yarns, competing against best Eastern yarns. Buildings and machinery up to date and in first-class order. Ample land for buildings for enlargement or for knitting or weaving machinery if prefer to put present product into knitted or woven fabric. Owners wish to retire, as their trained and intended successor has gone to serve his country. Mill can be seen in full operation. For further particulars apply to No. 6003, care Manufacturers Record, Balto., Md.

### STONE CRUSHING PLANTS

**FOR SALE.**—Because of failing health, operator is forced to dispose of two stone-crushing plants located on C. & O. Railway, near Richmond, Va. More Government work being and to be done in Tidewater Virginia than any other section, and these quarries are nearest by rail or water to the Va. capes. In perfect running condition, and will sell or lease to responsible parties. Address Box 927, Richmond, Va.

### COTTON OIL MILL

**A BIG OPPORTUNITY.** For sale or lease, two-press cotton oil mill (nine Carver Inters installed), modern and up to date; also eight-stand cotton gin plant, desirably located in excellent farming territory. Byromville Mfg. Co., Byromville, Ga.

### AGRICULTURAL TILE PLANT

**FOR SALE.**—Agricultural tile manufacturing plant, with 50 acres good clay, on which plant stands. Product first-class and output sold without trouble. Price \$5000 to quick cash purchaser. L. A. Walker, Agent, Summerville, S. C.

### FOUNDRY AND MACHINE SHOP

**FOR SALE.**—Up-to-date foundry and machine works in good district. Plenty of business. Reason for selling, other business requires owner's attention. Address Box 325, Lakeland, Fla.

### SHIPYARD

**FOR SALE.**—Shipyards at Jacksonville, Fla., established 15 years, including 600-ton floating drydock, hand saws, air and electric boring, etc.; also ten 250-ton barges, new. Business good; room for enlargement. South Jacksonville Dry Dock Co., Jacksonville, Fla.

### SAW MILL

**FOR SALE.**—Attractive sawmill, fully equipped, including residence, teams and a million and half feet standing timber, on Atlantic Coast line, Robeson County. Plenty timber adjoining; owner retiring; write quick for date. Box 446, Raleigh, N. C.

### BRICK MILL

**FOR LEASE.**—Brick mill, 150-horse-power boilers and engines; large storage space, ready for quick installation new manufacturing machinery; 45 miles from Atlanta. P. O. Box 1443, Atlanta, Ga.

## INDUSTRIAL PLANTS FOR SALE

### VENEER MILL

**FOR SALE.**—Complete veneer mill, situated on river Southeastern Arkansas in good timber district. Machinery in first-class condition; good labor conditions. Address No. 5116, care Manufacturers Record, Balto., Md.

### MANUFACTURING PLANT

**MANUFACTURING PLANT.**—Substantial brick buildings, ideally located. Approximately 45,000 square feet floor space. Private switch. Will sacrifice for quick sale. The Clifton Pratt Co., Cincinnati, Ohio.

## AGENCIES WANTED

**SAVANNAH** is the largest city and the most important and rapidly-growing port on the South Atlantic. If you want a representative there, and are willing to pay for high-class service from a young man of ability, experience and standing, above the draft age and married, address P. O. Box 232, Savannah, Ga.

**HIGH-CLASS MACHINERY SALESMAN** and mechanical expert would like to represent manufacturer or contractor. Am capable of taking charge of any size installation requiring engineering ability. Can furnish best of references. No objection to traveling. Address Engineer, 8115 Elberon Ave., Fox-Chase, Philadelphia, Pa.

## SITUATIONS WANTED

**EXPERIENCED** dry goods or specialty man, now traveling in North and South Carolina, wants to make change. Ten years' road experience. Address No. 5121, care Manufacturers Record, Balto., Md.

**EXPERIENCED TRAFFIC MAN,** formerly general freight agent of steam road, desires position with railroad or as traffic manager with commercial firm. Best references. Address No. 5118, care Manufacturers Record.

**SALES ENGINEER.**—Member American Society Refrigerating Engineers, thoroughly familiar with Corliss engines, power plants, refrigerating plants, oil engines. A man with unbounded energy and enthusiasm, splendid health and vigor, now holding responsible position, desires to make a change. Can handle both men and machinery to get results. Willing to go anywhere. Would prefer connection, if possible, where services would be of some value, directly or indirectly, to our country in this time of trouble. Give full information and name time and place for personal conference in first letter. Address No. 5096, care Manufacturers Record, Balto., Md.

**MANUFACTURERS, ATTENTION!**—Experienced salesman in electrical, mining, milling, oil well and refinery supplies in mid-continent and mountain territory now open for engagement, jointly or exclusive. First-class proposition only considered. Exceptional opportunity. Address No. 5115, care Manufacturers Record, Baltimore, Md.

**WANTED.**—Position as freight traffic manager or assistant to executive officer by party who has had thorough training in freight traffic matters. Can furnish best references. Address No. 5113, c/o Manufacturers Record.

## MEN WANTED

**IF ACTUALLY QUALIFIED** for salary between \$2500 and \$25,000, communicate with undersigned, who will negotiate strictly confidential preliminaries for such positions; executive, administrative, technical, professional; all lines. Not an employment agency; undersigned acts in direct confidential capacity, not jeopardizing present connections. Established 1910. Send name and address only for explanatory details. R. W. Bixby, E64-66 Niagara Street, Buffalo, N. Y.

**PROMINENT CONCERN** with established trade desires strictly comm. representative in Southern States east of Mississippi River to call on hardware, jewelry, sporting goods and pawnbroker trade selling established line of dog collars, pistol holsters, police batons, etc. A good line for the right man. Address No. 5101, care Manufacturers Record, Balto., Md.

**RESIDENT ENGINEER** on design and construction of water and sewerage systems embracing approximately twelve miles of lines and disposal plant. Applicant will state age, experience and give references. Salary \$1800. Address Box 416, La Grange, Ga.

**SALARY AND COMMISSION** to salesmen who can demonstrate ability to sell paints and roofing to factory or farming trade. Give age and experience. The United Builders Co., Cleveland, O.

**SUPERINTENDENT** for plant excavating, elevating, drying, screening and loading a fertilizer material in bulk aboard vessels. Good salary and bonus per ton to man with necessary mechanical knowledge and executive ability. Address No. 5120, care Manufacturers Record, Baltimore, Md.

## MEN WANTED

**MANUFACTURERS' AGENT** wanted to sell a line of high-grade specialties for a concern of thirty years' reputation. Liberal commission basis. The Monitor Oil Company, Cleveland, Ohio.

## MACHINERY AND SUPPLIES

**FOR SALE.**—Complete six-ton daily capacity refrigerating plant; York machine, with ammonia receiver; Goude's Triplex pump and 15 H. P. motor with slide rails, 900 R. P. M., 220-volt, 2-phase, 60-cycle; induction motor; coils and pipe and tank. Price, \$1800. Value today, over \$3000. Val Fink Co., 147 Seventh Ave., New York City.

**6x15" Woods No. 404** fast feed planer, fully equipped; flooring heads, double ceiling heads, profiler and feed table, almost new.

**No. 266 Berlin gang rip saw,** practically new, 130 ft. 6" heavy steam pipe. 130 ft. 5" heavy steam pipe. 1000 ft. 4" water pipe. 40 H. P. center-crank engine. 8x10" side-crank engine. 1000 ft. 1 1/4" transmission rope. G. S. Patton Lumber Co., Savannah, Ga.

**TWO Buffalo steam engines:** 13x12 horizontal engine, side crank, piston valve, rated about 35 to 50 H. P.; also 4 1/2x5 vertical engine, first-class condition; can be shipped immediately. Fayette R. Plumb, Wellston P. O., St. Louis, Mo.

**FOR SALE.**—One 40 H. P. Foos gas engine, 200 R. P. M., in good order. One 25 H. P. Melitz & Weiss oil engine, 275 R. P. M., in good order. Highland Light & Power Co., Highland, Kans.

**FOR SALE.**—50 H. P. boiler, 40 H. P. engine, two-gin outfit, including D-box press, pulleys, shafting, etc. All in good shape. A bargain for quick buyer. Frank Reid, Armstrong, Ala.

**DISMANTLING** Dominion Phosphate Co. plant. For sale, several boilers, pumps, pumping engines, electrical machinery, belt- ing, dryers, elevators, pulleys, rail, pipe, tools, wire, copper and brass. M. A. Waldo, Receiver, Bartow, Fla.

**MIRACLE MOLDS.**—Complete concrete block outfit, including slate and wooden pallets; in perfect condition; will sell reasonable. Address David P. Bricker, Little, Pa.

**FOR SALE.** Up-to-date machinery in 75-bbl. flour mill. Liberty Mills, Roanoke, Va.

**FOR SALE.**—2 40 H. P. heavy-duty gasoline or distillate engines; 1 Swaby pump, single stage, centrifugal, 5-inch; 1 Clifton engine, 24 H. P., marine type; 1 Toledo pipe machine, No. 25, 2 1/2 in. by 6 in.; numerous other small tools and equipment. Above used about 60 days. Located at Davie, Florida. Prices attractive. Everglades Sugar & Land Co., Miami, Fla.

**FOR SALE.**—One planer, manufactured by American Woodworking Machinery Company, Rochester, N. Y. Dress four sides to six by fourteen. One seventy horse-power Erie City return tubular boiler. One fifty-five horse-power Ajax engine. All in good repair and ready to run. Apply to Stevens Lumber Company, Lynchburg, Va.

**FOR SALE.**—One 80-ton standard-gauge Shay locomotive, built in 1914. One Model 28 Marion traction shovel, 3/4-yd. capacity. Address No. 5108, care Manufacturers Record.

**FOR SALE.**—Two-stand all-steel Murray gin outfit in good condition, used three light seasons. 2 sections of gins, 2 steam trammers, 2 steam presses, 2-50 H. P. engines, 1-150 H. P. boiler, 2 chain elevators, etc. Will sell cheap. Lide Land Co., Inc., Birmingham, Ala.

**ROAD SCARIFIER FOR SALE.**—Heavy, compact road scarifier; bargain; width over all, 7 feet; length, 10 feet; height, 3 feet; cuts 4-foot width; adjustable depth; weight, 8 tons; can send out of this machine. R. H. Fitzpatrick, Homestead, Fla.

**FOR SALE.**—Several new compressed-air coal-pick machines or punches, complete with all equipment. Attractive price, immediate delivery. Wire if interested. W. C. Rust Coal Co., Birmingham, Ala.

**49 TURNBUCKLE RODS** for sale. 2 in. diameter x 28 ft. long, with turnbuckle in the middle and nuts on both ends. F. R. Long-W. G. Broadhurst Co., Hackensack, N. J.

**FOR SALE.**—1 75 H. P. Standard closed feed-water heater, 1175 H. P. Excelsior open feed-water heater. Boiler-makers' bevel shears, 15 H. P. General Electric D. C. motor. New-some Boiler Works, Leavenworth, Kans.

## MACHINERY and SUPPLIES WANTED

**ELECTRIC FURNACE WANTED.**—Second-hand or new, if for immediate delivery, suitable for making ferro alloys. Send complete specifications, detailed statement of condition and price. Address No. 6073, care Manufacturers Record, Balto., Md.



# PROPOSALS

BOND ISSUES

BUILDINGS

PAVING

GOOD ROADS

More Southern Proposal Advertising Is Printed In The Manufacturers Record Than In Any Other Paper

Bids close June 14, 1918.

**PROPOSALS FOR MOTORS, GENERATOR SETS, CAPSTANS, RADIATORS, MEAT CHOPPERS, MOTOR-DRIVEN PUMPS, DIE BLANKS, FOUNDRY NAILS, SHOVELS, BRONZE, FIREBRICK, SILICA SAND AND WASH, COAL TAR, COAL-TAR PITCH, HORSE HAIR, MOTOR-TRUCK AND BICYCLE TIRES, LEATHER, CANVAS AND LEATHER BELTING, MANILLA ROPE, UNIFORM AND DENIM CLOTH, TOWELING, RUBBER ERASERS, PAPER AND CYPRESS LAMBER.** Sealed proposals will be received at the office of the General Purchasing Officer, The Panama Canal, Washington, D. C., until 10:30 o'clock A. M. June 14, 1918, at which time they will be opened in public, for furnishing the above-mentioned articles. Blanks and information relating to this circular (1219) may be obtained from this office or the offices of the assistant purchasing agents, 24 State Street, New York City; 606 Common Street, New Orleans, La., and Fort Mason, San Francisco, Cal.; also from the United States Engineer offices in the principal cities throughout the United States. A. L. FLINT, General Purchasing Officer.

Bids close June 26, 1918.

**PROPOSALS FOR IRON OR STEEL** Sheet, Nails, Bolts, Nuts, Rivets, Washers, Valves, Range, Boiler, Cable, Rope, Wire, Poultry Netting, Brass Tubing, Porcelain Insulators, Bridle and Aerial Cable Rings, Signal Gongs, License Tags, Foundry Brushes, Porthole and Window Glass, Leather Belting, Cloth Sheeting, Asbestos Gloves, Rubber Hose, Strip and Tubes, Packing, Calcium Carbide and Kerosene. Sealed proposals will be received at the office of the General Purchasing Officer, The Panama Canal, Washington, D. C., until 10:30 o'clock A. M. June 26, 1918, at which time they will be opened in public for furnishing the above-mentioned articles. Blanks and information relating to this circular (1220) may be obtained from this office or the offices of the assistant purchasing agents, 24 State Street, New York City; 606 Common Street, New Orleans, La., and Fort Mason, San Francisco, Cal.; also from the United States Engineer offices in the principal cities throughout the United States. A. L. FLINT, General Purchasing Officer.

Bids close June 28, 1918.

**TREASURY DEPARTMENT, Supervising Architect's Office, Washington, D. C., June 1, 1918.** Sealed Proposals will be opened in this office at 3 P. M. June 28, 1918, for a toilet-room for women in the United States Post-office and Courthouse at Trenton, N. J., in accordance with the specification and drawing, copies of which may be had at this office or at the office of the Custodian, Trenton, N. J., in the discretion of the Supervising Architect. JAS. A. WETMORE, Acting Supervising Architect.

Bids close June 10, 1918.

**TREASURY DEPARTMENT, Supervising Architect's Office, Washington, D. C., May 18, 1918.** Sealed proposals will be opened in this office at 3 P. M. June 10, 1918, for the mechanical equipment (except lighting fixtures) of the United States Immigration Station, Boston, Mass., in accordance with drawings and specifications, copies of which may be obtained from the Supervising Chief Engineer, Room No. 137, Postoffice Building, Boston, Mass., or at this office, in the discretion of the Supervising Architect. JAS. A. WETMORE, Acting Supervising Architect.

Bids close June 25, 1918.

**TREASURY DEPARTMENT, Supervising Architect's Office, Washington, D. C., May 27, 1918.** Sealed proposals will be opened in this office at 3 P. M. June 25, 1918, for a new boiler, etc., in the United States Courthouse, Postoffice, etc., at Greensboro, N. C., in accordance with drawings and specifications, copies of which may be had at this office or at the office of the custodian, Greensboro, N. C., in the discretion of the Supervising Architect. JAS. A. WETMORE, Acting Supervising Architect.

Bids close July 9, 1918.

## \$35,000 6% Time Warrants

Notice is hereby given that the Board of County Commissioners of St. Lucie County, Florida, will sell to the highest bidder Thirty-five Time Warrants of the issue of A. D. 1918, of the par value of \$1000 each, bearing interest at the rate of 6 per cent. per annum, dated the first day of July, 1918. Said sale to be at the County Court House in Fort Pierce, St. Lucie County, Florida, on the ninth day of July, A. D. 1918, at 11 o'clock in the forenoon.

BOARD OF COUNTY COMMISSIONERS  
OF ST. LUCIE COUNTY.

Bids close June 20, 1918.

## \$30,000 Bonds For Sale

Notice to bond buyers is hereby given that the Board of Mayor and Selectmen of the City of West Point will offer for sale on the 20th day of June, 1918, at the City Hall, in said city, \$30,000 serial bonds, bearing not exceeding 6 per cent. interest, payable semi-annually, and the bonds payable in 20 equal annual payments. All bids to be filed with the clerk of said city by 10 o'clock A. M. on said date. Certified check for \$550 must accompany each bid. Witness my signature this 4th day of June, 1918.

D. COTTRELL, Mayor.

## PROPOSAL ADVERTISING INFORMATION

RATE: 25 cents per line per insertion.

PUBLICATION DAY: Thursday.

FORMS CLOSE 5 P. M. Tuesday. Copy received later cannot be published until issue of following week.

DAY LETTER: When too late to send copy by mail to reach us by 5 P. M. Tuesday, forward by day letter.

### THE DAILY BULLETIN OF THE MANUFACTURERS RECORD:

Published every business day; gives information about the industrial, commercial and financial activities of the South and Southwest.

The Daily Bulletin can be used to advantage when copy cannot reach us in time for publication in the Manufacturers Record before bids are to be opened, or when daily publications are necessary to meet legal requirements.

The same rate applies—25 cents per line per insertion.

Bids close July 8, 1918.

## \$25,000 Road Bonds

Sealed bids for \$25,000 Road Bonds, first installment of a \$75,000 issue of Road Bonds of No. 9 Township, Cleveland County, North Carolina, made in pursuance of provisions Chapter 284 Public Laws of North Carolina, 1917, will be opened by the Commissioners of Cleveland County at their office in the Courthouse, Shelby, N. C., at 2 o'clock P. M. on Monday, July 8, 1918. Bids must be accompanied by \$500 certified check, properly vouchered for by a local bank. Bonds will bear date July 1, 1918, and will be serial bonds, \$2500 of which will fall due in 1923, and a like amount each year until paid, rate of interest not to exceed 6 per cent., payable semi-annually. No bids for less than par received, and right to reject all bids reserved.

This June 4, 1918.

J. J. LATTIMORE,  
Clerk Board of Commissioners.

Bids close July 8, 1918.

## \$30,000 5½% Bonds

ARANSAS COUNTY, TEXAS.

Sealed proposals will be received by the Commissioners' Court of said county until 2 o'clock P. M. July 8, 1918, for the purchase of an issue of \$30,000 serial maturity Road Bonds of said county, dated April 10, 1918, interest 5½ per cent., payable semi-annually, denomination \$1000 each, one maturing each year during period of 30 years. Principal and interest coupons payable in New York, Chicago, Austin or Rockport, Texas. Bonds issued under authority of Sec. 1, Chap. 203, Laws of 35th Legislature of Texas, and Chap. 2, Title 18, Revised Statutes of 1911.

The validity of the bonds has been approved by the Attorney-General of the State of Texas.

All bids to be addressed to John C. Herring, Clerk of said Court, Rockport, Texas, in sealed and marked envelopes, accompanied with a certified check for \$1000, payable to F. Stevens, County Judge of said county, to be forfeited to said county in event successful bidder fails to comply with terms of sale.

Said bonds will not be sold for less than their par value and accrued interest, and said court reserves the right to reject any and all bids.

Assessed valuation of said county (1917) \$2,769,448

Actual value (estimated) 5,000,000

Total bonded debt (including this issue) 75,000

F. STEVENS,  
County Judge,  
Rockport, Texas.

Bids close June 29, 1918.

## \$100,000 5% Bonds

Until 11 o'clock A. M. on June 29, 1918, at the office of the County Judge in Jacksboro, Tenn., sealed bids will be received for the \$100,000 interest-bearing coupons bonds of Campbell County, Tennessee, as provided by Chapter 324 of the Private Acts of the General Assembly of the State of Tennessee, for 1917, and for the purpose of completing Road No. 1, between Jellico and La Follette, in accordance with the provision of the Resolution of the Quarterly County Court of said Campbell County, Tennessee, adopted at its Special Session May 27, 1918. Said bonds will be issued in denominations of \$500 each, dated July 1, 1918, and become due July 1, 1948, and bear interest at the rate of five per cent. per annum, payable semi-annually, both principal and interest payable at Hanover National Bank, New York, N. Y. Bonds must bring not less than par and accrued interest. A certified check for two per cent. of amount of bid, payable to L. M. Baird, Trustee, must be filed with bid. The right is reserved to reject any and all bids.

Witness our official signatures, at office in Jacksboro, Campbell County, Tennessee.

This May 28, 1918.

R. L. LLOYD, Chairman.

WM. ALLEN, County Judge.

J. F. COOPER, Clerk Comrs.

For information write J. F. Cooper, Clerk, Jacksboro, Tenn.

Bids close June 27, 1918.

## \$75,000 Serial Bonds

The Board of Supervisors of Yazoo County, Mississippi, will, until noon on the 27th day of June, 1918, at the Court House in Yazoo City, Mississippi, receive sealed bids for the sale of \$75,000 serial bonds of said Yazoo County. Said bonds will be in denominations of \$500 each, dated July 1, 1918, and maturing \$5000 annually 6 to 20 years after date, both inclusive, with interest at not to exceed 6 per cent. per annum, payable semi-annually on January 1 and July 1 of each year, the successful bidder to furnish bond blanks free of expense to the county. Each bid must be accompanied by a certified check for \$1000, payable to S. S. Griffin, Clerk.

The right is reserved to reject any and all bids and to auction the bonds after opening bids.

Given under my hand and official seal this June 5, 1918.

S. S. GRIFFIN,  
Clerk.

For detailed information prospective bidders may communicate with R. R. Norquist, Attorney, Yazoo City, Mississippi.

Bids close June 24, 1918.

## Notice of Sale of Time Warrants for Construction of Bridge in Escambia County, Florida

Notice is hereby given that sealed bids will be received by the Board of County Commissioners of Escambia County, Florida, at a meeting to be held on the 24th day of June, 1918, at 9 o'clock A. M., at Pensacola, Florida, for Twenty-five Thousand (\$25,000) Dollars time warrants to be issued by Escambia County, Florida, as authorized by Chapter 7468, Laws of Florida, 1917, which said time warrants so to be issued are to be used for the purpose of constructing durable bridges, wholly or partly of iron, steel or concrete, or stone, across streams or watercourses entirely within the territorial limits of Escambia County, Florida. The said time warrants so proposed to be issued shall be for the sum of One Thousand (\$1000) Dollars each, payable in equal installments, six, seven, eight, nine and ten years after issuance, respectively, and shall draw interest at the rate of 5 per cent. per annum until paid. All of said time warrants shall be sold for not less than par to the highest bidder for cash, or may be sold to contractors in payment or part payment for the construction of that certain county bridge across Bayou Chico connecting Barrancas Avenue in the City of Pensacola with the county hard road on the south side of said Bayou Chico. Plans and specifications of the said bridge may be obtained on application to James Macgibbon, Clerk of the Circuit Court of Escambia County, Florida. And bidders and contractors are invited to bid upon the two plans of construction of the said bridge in the accompanying advertisement inviting bids upon the same.

The bids by contractors for the said time warrants, or any part thereof, shall be made with the understanding that the said time warrants, or any part thereof so bid for, shall be taken by such contractor in payment or part payment for the building and construction of the said proposed bridge over Bayou Chico.

A certified check, payable to the Board of County Commissioners of Escambia County, Florida, for 20 per cent. of the amount bid for said time warrants shall accompany each bid as an earnest that said warrants will be taken if such bidder shall be awarded the said time warrants.

The Board of County Commissioners reserves the right to reject any and all bids.

Further information given upon inquiry addressed to the Clerk of the Circuit Court of Escambia County, Florida.

By order of the Board of County Commissioners of Escambia County, Florida.

J. GEORGE WHITE,  
Chairman.

Attest:

JAMES MACGIBBON,  
Clerk.

(Seal.)

Bids close June 24, 1918.

## Construction of Steel and Concrete Draw-Bridge, and Also Steel and Concrete Bascule or Lift Bridge, Across Bayou Chico, Escambia County, Florida

Sealed bids will be received by the Board of County Commissioners of Escambia County, Florida, at a meeting to be held by said Board at the County Court House in the City of Pensacola, Florida, on the 24th day of June, 1918, at 9 o'clock A. M., and such bids then and there publicly opened, for the construction of a steel highway bridge over Bayou Chico, near Pensacola, connecting Barrancas Avenue with the county hard road on the south side of said Bayou Chico; and also at said time alternate and separate bids by contractors will be received for the construction of the center span of said steel highway bridge, including the center concrete span, and the end or rest concrete piers for such center span, but without the approaches to said center span, all in accordance with the plans and specifications for said steel highway bridge over the said bayou, which said plans and specifications are now on file and may be seen in the office of the Clerk of the Circuit Court of Escambia County, Florida, at Pensacola, Florida. Also at the same time alternate and separate bids by contractors will be received for the building and construction of timber bridge approaches to said main steel center span highway bridge over the said Bayou Chico. All in accordance with the plans and specifications which are now on file and may be seen in the office of the Clerk of the Circuit Court, Escambia County, Florida. Also, and at the same time, bids are invited from contractors for the construction of a steel and concrete bascule or lift bridge across said Bayou Chico, near Pensacola, connecting Barrancas Avenue with the county hard road on the south side of said Bayou Chico, all in accordance with the plans and specifications for the said bascule or lift bridge over said bayou, which said plans and specifications are now on file with, and may be seen at the office of the Clerk of the Circuit Court, Escambia County, Florida.

Bids at the same time are invited from contractors for the Twenty-five Thousand Dollars (\$25,000) 5 per cent. time warrants to be issued and sold by the Board of County Commissioners, to be taken all or as part payment by such contractors for the construction and building of the said bridge. The said time warrants are more particularly set forth in the accompanying advertisement inviting bids for same. Each bid must be accompanied by a certified check of the bidder, payable to the Board of County Commissioners of Escambia County, Florida, for the sum of One Thousand (\$1000) Dollars as a guaranty that the bidder will not, without cause, approved by the Board of County Commissioners, withdraw his bid, and that after award to him he will execute the required contract within ten days after its delivery to him, for that purpose, and execute bond in some surety company authorized to do business in the State of Florida, to be approved by the Board of County Commissioners, in a penal sum equal to 30 per cent. of the contract price, conditioned upon the faithful performance of the contract.

The Board of County Commissioners reserves the right to reject any and all bids.

Further information given upon inquiry addressed to the Clerk of the Circuit Court of Escambia County, Florida.

By order of the Board of County Commissioners of Escambia County, Florida.

J. GEORGE WHITE,  
Chairman.

Attest:

JAMES MACGIBBON,  
Clerk.

(Seal.)

Bids close June 27, 1918.

## Road Work

Sealed bids for the grading and construction of drainage structures upon the McCormick to Parkville Road, in McCormick County, South Carolina, will be received by the McCormick County Commission for Permanent Highways until 2 P. M. Thursday, June 27, 1918, and at that time publicly opened at the office of M. E. Worrell, County Highway Engineer, McCormick, S. C.

Plans and specifications are on file at the office of the County Highway Engineer.

Proposed work is approximately 11 miles in length, and will include approximately 48,000 cu. yds. of excavation, 2165 lin. ft. of pipe culverts and 84 cu. yds. of concrete.

Each proposal must be accompanied by a certified check in the amount of not less than 5 per cent. of the total amount of bid, made payable to J. J. Dorn, Chairman.

The Commission reserves the right to reject any and all bids.

(Signed) J. J. DORN, Chairman.







## The Endorsement of Large Users

The reliability of Nagle Compressors is certified by their purchase and re-order by many large users of equipment. Scores of great organizations have bought Nagle Compressors from 2 to 28 times.

Our books show that once having installed Nagle Compressors—and becoming acquainted with the service they give—these companies have continued to buy Nagle Compressors for all of their requirements.

Nagle Compressors and vacuum pumps are made in 500 different types and sizes for every requirement.

## The Nagle Corliss Engine Works

Designers and Builders of High Grade Engines, Air Compressors and Vacuum Pumps  
Main Office and Works: 12th Street, ERIE, PA.

### SALES OFFICES:

Chicago, Monadnock Block.  
Philadelphia, Pa., The Bourse  
Baltimore, Md.  
Pittsburgh, Pa., 633 Wabash Building  
Bay City, Mich., Ridotto Building

Atlanta, Ga., 1019 Empire Building  
New Orleans, La., 717-743 Magazine St.  
Columbus, Ohio, 1318 Columbus Savings & Trust Building  
Montreal, Williams & Nelson, Ltd., 320-328 St. James St.  
San Francisco, Cal., 932 Hearst Building



3  
s  
KS